

# Navy News

SEPTEMBER 1980 10p

## 'BULLION CRUISER' QUEST

Tons of gold reputedly being carried in the cruiser H.M.S. Edinburgh when she had to be sunk by British torpedo in the Barents Sea during an Arctic convoy in 1942 is raising serious commercial interest, it is understood.

Old shipmates' speculation about bullion which they believe was among items they took on board in Russia has been an intriguing feature of regular reunions of the H.M.S. Edinburgh Survivors' and North Russia Association.

Now the Edinburgh survivors and next-of-kin of those who died are being asked their attitude towards any attempt to explore the wreck, which is the grave of about 60 sailors.

### £100 million

If about ten tons of bullion is also in the ship, as some of the survivors believe, it would be worth nearly £100 million today. Interest in the Edinburgh's cargo, whose contents and ownership remain unconfirmed, has occurred before. Certainly, commercial and all other aspects would need to be firmly settled

before any salvage work could be authorised.

Moreover, it is known that the Ministry of Defence, owners of wrecks of H.M. ships, are deeply conscious of the sanctity of resting places of those who died, as is the Commonwealth War Graves Commission.

### Meeting

It was following an approach from a commercial source that Mr. Bill Daly, hon. secretary of the Edinburgh Survivors' Association, asked, through Navy

News, if survivors and next-of-kin would attend a meeting being called at the Patten Arms Hotel, Warrington, Cheshire, on Friday, September 19, to hear a cross-section of views.

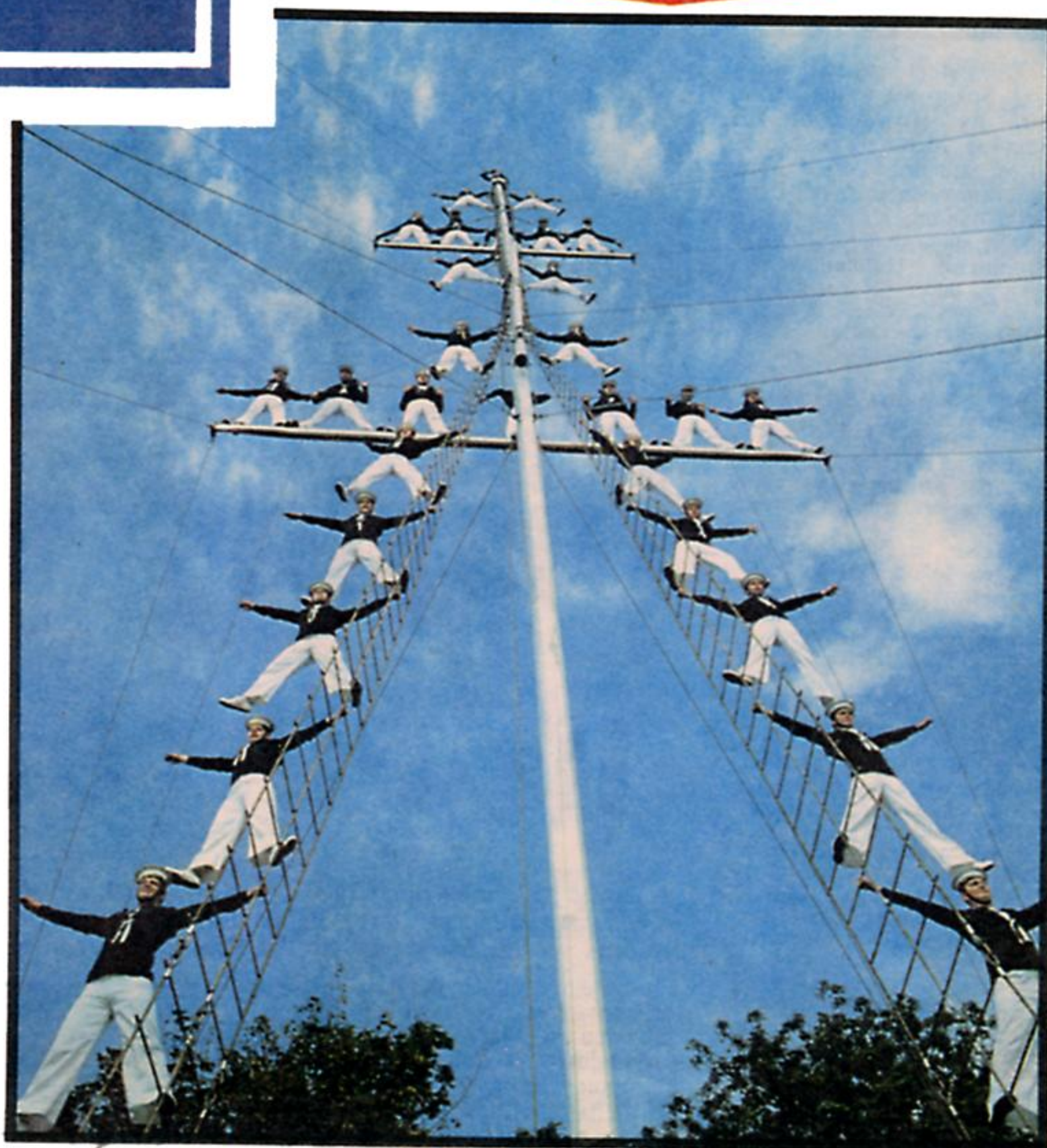
The 10,000-ton Edinburgh, built on the Tyne just before the Second World War and sister ship to H.M.S. Belfast, was the gallant covering cruiser to Convoy QP 11 returning from Russia in Spring 1942.

Although hit by two torpedoes and, with her stern blown off, she

(Continued in Page 40.)

## THAT'S SO MASTERLY!

Topped by the famous "button boy," the Royal Naval Display Team man a 85ft. mast to preview the classic show of seamanship at this year's H.M.S. Vernon Searchlight Tattoo in September. More details in Page 9.



## Here's mud in your I.I.

In an action-packed day around Hong Kong, a Sea King from the Navy's current deployment to the Far East plucked an Army helicopter from the mud near the Chinese border, while one of the Sea King crew caught two "I.I.s" — illegal immigrants — single-handed.

Then the Navy aircraft went on to rescue six survivors from a Vietnamese boat.

Crew of the Sea King, whose parent ship is R.F.A. Olwen, are Lieut. Sandy Mathieson (captain and first pilot), Lieut. Steve Williams (second pilot), Sub-Lieut. Neville Gaunt (observer) and POACMN Tony Campbell.

### PURSUIT

When an Army Scout helicopter, with Sub-Lieut. Gaunt on board, force-landed in mud 200 yards from the Chinese border, the Sea King plucked the Scout to safety and took it back to R.A.F. Sek Kong, from which the Navy aircraft was operating.

Meanwhile, Sub-Lieut. Gaunt pursued the I.I.s on foot and apprehended them single-handed.

Later in the day, H.M.S. Galatea, en route from Singapore, was diverted towards a Vietnamese boat in distress. The Sea King, which belongs to 824 Squadron, was also called to assist and winched off four men, a woman and a child, landing them in Hong Kong.

● Group deployment report and pictures — Page 22.

## What a relief for Glasgow

A taste of the Caribbean boosted H.M.S. Glasgow's spirits when she returned to Portsmouth on August 22 after hurricane relief work in the West Indian disaster island of St Lucia.

Awaiting the 280 members of the ship's company was a gift of rum from the High Commissioner for the East Caribbean in London, Dr. Claudius Thomas, in appreciation of the destroyer's emergency aid.

Another Royal Navy ship which undertook a mercy mission in the wake of Hurricane Allen was H.M.S. Scylla. The frigate went to Cayman Brac, which despite escaping the full fury of the storm still needed plenty of help.

(Continued with pictures in Page 19.)

## New class of patrol

First two ships of a new class of 75-metre offshore patrol vessels have been ordered from Hall Russell and Co., of Aberdeen. They will perform the dual role of fishery patrol and offshore installation protection, and will be able to operate helicopters.

The two ships, of a type to replace the Ton-class patrol vessels, are due for acceptance in late 1981-early 1982.

## DAWN'S CHORUS

Remember Wren Dawn Young's "drip" about the price of black stockings in April's Navy News? Here she is again, on the right of the line-up, lifting a black-stockinged leg in a spectacular Olde Time Music Hall evening staged by H.M.S. Daedalus Theatre Group.

Also in this daring Can-Can chorus are, from the left, Wren Jackie Burgess, naval wife Mrs. Christine Cotterell, and LWren Fiona Woodfield.



Picture: Daedalus Photographic Section

NEW BASE PORTS LIST — PAGE 9



## A month of sun days for mine men

The waters around Portugal and Spain were the happy hunting grounds of the Second Mine Countermeasures Squadron while home ports languished in the damp British summer.

H.M. ships Abdiel, Bossington, Bronington, Hubberston and Nurton, under the command of Cdr. P. A. C. When in H.M.S. Wilton, left Portsmouth on July 14 for the squadron's month-long, 1980 deployment.

After three days' shakedown in the sunshine and calm seas of the Bay of Biscay they called at Lisbon, 11 members of the squadron arriving there in the Joint Services Sailing Club yacht Racer.

Racer, with three crew changes, followed the squadron throughout the deployment, giving 45 officers and ratings a taste of ocean sailing.

### MAJORCA

After a week-end in Lisbon, the squadron sailed for Palma, encountered a gale force 9 in the Straits of Gibraltar. However, Majorca gave everyone four days of fun, sun and entertainment.

Next came the longest leg of the deployment — to Oporto, where many discovered the delights of the wine lodges. The Squadron Cook competitions were completed, with the partially finished berths in the new harbour as the venue.

The Nurton narrowly beat the Abdiel to win the Cook, presented by Cdr. When. The Bronington took the deployment's Fluke Trophy for winning the man overboard competition and other evolutions at sea.

After leave and maintenance most of the squadron was sailing for Harwich to take part in NATO's Exercise Teamwork. H.M.S. Bronington was returning to Rosyth for work-up.

### Naples fete

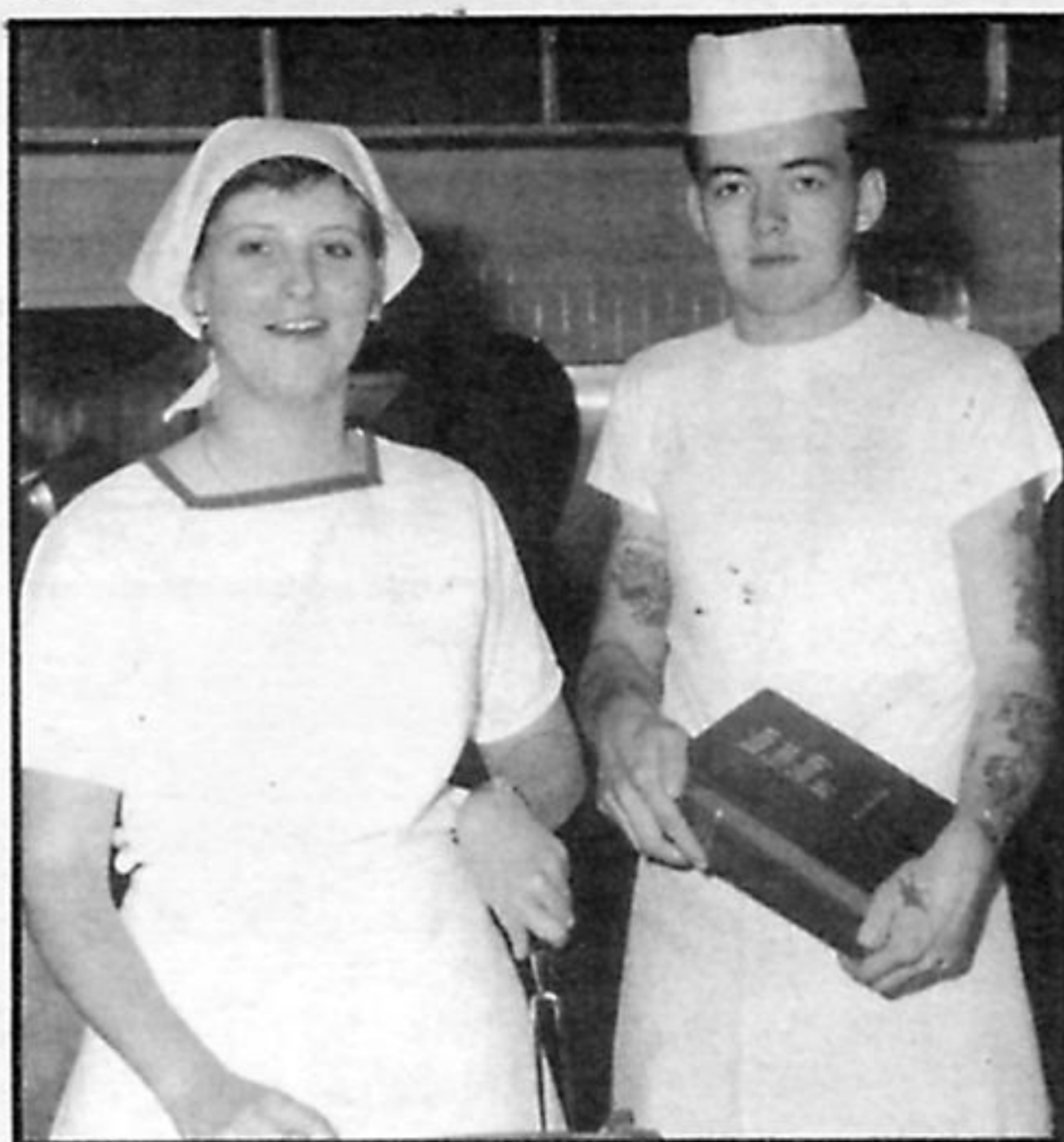
The Navy was prominent in the organisation of the British annual fete in Naples, where continuous entertainment included a children's fancy dress competition, an "It's a Knock-out" and a tug of war, which was won by H.M.S. Dido.

## Gurkha goes out firing

Two pipers of the Queen's Gurkha Signals based at Blandford embarked in H.M.S. Gurkha when the 20-year-old frigate sailed into Chatham naval base to join other Tribal-class ships in the Standby Squadron.

Before she went into semi-retirement, the Gurkha was involved in a bit of gunnery record-breaking.

Ten Royal Marines serving in the frigate took just 31 seconds to hand-load and fire 12 56lb. shells from one of her 1942 pattern 4.5in. guns. Official rate of fire for this gun is only 14 shells a minute!



## A cut above the others . . .

Savouring the taste of victory . . . Wren CK Heather Wood and ACK Paul Geary, both of H.M.S. Collingwood, pictured after winning first and second individual places in the 1980 U.K. Naval Cookery Competition at H.M.S. Vernon.

Top prize of a set of sabatier knives went to Heather, who joined the WRNS less than a year ago and who was the only Wren in the contest. Paul was placed second and took

home a book on French cooking.

A similar prize went to the third-placed contestant, ACK Michael Glover of H.M.S. Nelson.

The 16 entrants had to prepare a dish of decorated, glazed, chicken galantine for six people. Prizes were presented by Capt. P. J. Sheehan, Chief Staff Officer Administration to the Commander-in-Chief Naval Home Command.

# Display helo drops in on real trouble

A Royal Navy helicopter taking part in casualty evacuation displays flew into a real-life emergency at Blackbush Airport, Hampshire. The helicopter, piloted by Lieut. Gervais Croyton R.N., had just completed a 30-minute arena spectacular staged by the R.N. and Royal Marines Commando Display Team at Chively.

En route to a similar show at Ramsgate Carnival it landed at Blackbush for refuelling — and found trouble.

One of the drivers in a drag race at the airport crashed into a barrier at high speed and was critically injured. Together with the drag meet doctor he was flown by the Wessex to Cambridge Military Hospital, Aldershot.

### Improvement

By morning the driver had been removed from the critical list and his condition was showing signs of improvement.

Flying with Lieut. Croyton at the time were CPO Dave Clark, PO Jed Clamp and PO Jim Humphries — members of the helicopter maintenance crew.



## From the Wrens — with love

A special gift for a special lady, from the Wrens of H.M.S. Dolphin. Queen Elizabeth the Queen Mother was visited on board the Royal Yacht H.M.Y. Britannia in Portsmouth by Third Officer Kathy Sloane and LWren Brenda Ling. They are pictured here presenting the Queen Mother with an amethyst Calthness Glass bowl engraved with the Wrens' warm wishes for her 80th birthday.

Picture: LA(Phot) G. H. Ford.

# The big freeze for Navy seven

Seven members of the Royal Navy and Royal Marines were among a party of 16 Servicemen who left Britain on August 6 on a month's expedition to the largest ice cap on the European mainland.

Their destination on the 23rd annual Joint Services' Colleges' exped. was Jostedalbreen, in Norway. Besides learning to live and work in very rugged country and on a dome of ice about the size and shape of Cornwall, the young Servicemen were training in mountain navigation, rock climbing and ice craft.

### MOUNTAINEERING

Parties were also planned to trek to the Jotunheimen, the highest mountains in Norway, and to the Hurrungane, the rock climbers' playground with a number of half-scale Matterhorns.

Among those taking part under leader Lieut. Tim Luke, of the Royal Regiment of Fusiliers, are ELMN(A) John McArthur (H.M.S. Daedalus), Lieut. Sam Brooke R.M. (University College of North Wales, Bangor), A/Lieut. Philip Loynes R.M. (Leeds University), and Midshipmen Gus Burbett, Andy Johnstone-Burt, Nigel Tickner, and Michael Swales, all of B.R.N.C. Dartmouth.

● Princess Marie Island expedition — Page 19.

## Liaison visits

Visits to be made during the Autumn Tour of the Second Sea Lord's Personnel Liaison Team will include:

**October:** 1 and 2, H.M.S. Seahawk; 7 and 8, H.M.S. Raleigh; 13 and 14, FMB Devonport (including ships refitting); 15, 2nd S/M Squadron and Refitting Group Devonport; 21, Midlands Area Careers Advisers; 23, RAE Aberport.

**November:** 11, 12 and 13, H.M.S. Osprey and ships at Portland; 17, R.N. Company, R.M. Poole; 18 and 19, H.M.S. Heron; 20, BRNC Dartmouth; 21, H.M.S. Royal Arthur; 25 and 26, H.M.S. Drake; 27 and 28, H.M.S. Fiscard.

**December:** 4, H.M.S. Thunderer; 8, H.M.S. Cambridge; 9 and 10, R.N.H. Stonehouse.

Ships at Plymouth between October and December will be visited on an opportunity basis.

From September 19, FCMEMN(P) D. J. Greaney takes over from FCMEMN(P) B. W. O. Spake as "travelling" FCPO on the Personnel Liaison Team.

## SWOP DRAFTS

**AB(MW) R. Darge**, Commcen, Whitehall, drafted H.M.S. Lewiston (minesweeper), Oct. Will swap for any operational mine-hunter.

**WRENWTR(G) C. M. Webster**, WRNS Quarters, H.M.S. Neptune, telephone Helensburgh 4321 ext. 6164. Will swap for any Gosport base.

**WEM(M) R. G. Bowyer** (AD) H.M.S. Hermes, drafted FMG (mobile) sweeper, H.M.S. Cochrane, Oct. HGV1-3 licence and computer training given. Will swap for any shore base in South. Telephone Portsmouth 63405.

**RO1(G) M. Ward**, JR's Mess H.M.S. Peterel (BRNC Dartmouth training squadron) until 1982. Will swap for any Type 21 (seagoing), Plymouth Leander (seagoing) or any southern England shore base.

**LRO(G) T. G. Reilly**, drafted H.M.S. Warrior, Aug. Will swap for F.M. Southwick, H.M.S. Mercury or ship going into long refit, Portsmouth. Replies 45 Samson Close, Rowner, Gosport, Hants.

**RO1(T) D. C. Wilkinson**, C. Watch, HMO Mountview, drafted H.M.S. Plymouth, Rosyth, Jan. Will swap for any Plymouth ship, preferably Leander frigate.

**SA D. Finch**, Kepple 3/42, H.M.S. Daedalus, drafted H.M.S. Torquay, Jan. Will swap for any ship deploying.

**LWEM(O) Watson**, 2 Mess, H.M.S. Ardent, deploying 1981. Will swap for any Portsmouth ship, preferably Type 42.

**LS(R) Mifsud**, 3M Mess, H.M.S. Brighton, deploying 1981. Will swap for any shore base or ship in refit.

**RO1(T) Marquis**, H.M.S. London, due to deploy. Will swap for any Devonport ship.

**LWEM(O) Sage**, 4.5 MK8 Maint. 30 Mess, H.M.S. Cardiff, due to deploy 1981. Will swap for Portsmouth shore base or ship not deploying. Chatham and Plymouth considered.

**ALMEM(M) R. J. Steele**, (ICE) FOSNI, drafted H.M.S. Ledbury, Sept. Will swap for any Rosyth ship.

**WEM(R) G. A. Love**, 3EA Mess, H.M.S. Danae, due to deploy, 1981. Will swap for any London shore base or Chatham or Portsmouth ship in refit or shore base.

**AB(R) Mayo**, H.M.S. Nubian, or Anson, 134 Mess, H.M.S. Pembroke, drafted H.M.S. Arethusa, Devonport, Dec. Will swap for any Portsmouth ship or shore base.

**AB(M) Bainbridge**, Anson Block, H.M.S. Pembroke, drafted H.M.S. Yarmouth, Dec. refitting Rosyth. Will swap for any Chatham or Portsmouth ship.

**STD Nettle**, 4P2 Mess, H.M.S. Bulwark, deploying 1981. Will swap for Plymouth ship.

**LRO(T) G. Cox**, 80 Savage Road, St Budeaux, Plymouth, drafted H.M.S. London, Sept. Will swap for any Plymouth ship.

**RS D. S. Elston**, 177c Woodlands Avenue, Marshmill, Plympton, Plymouth, Devon, telephone Plymouth 337518, drafted H.M.S. Aurora Feb. 1981. Will swap for any south or south west shore base.

**MEM(L) T. Stevenson**, 112 Mess, H.M.S. Cochrane, drafted H.M.S. Bulwark, Sept. Will swap for any ship, shore draft.

**MEM(M) W. D. Lamb**, 2 Mess, H.M.S. London, Will swap for any Portsmouth ship.

**MEM(M) K. O'Neill**, 211 Mess, Grenville Block, H.M.S. Pembroke, based Chatham FMG until Jan. 1981 plus. Will swap for any seagoing frigate, GMD or H.M.S. Invincible.

**LS(S) N. Black**, 5F Mess, H.M.S. Bulwark, deploying. Will swap for any Portsmouth ship or shore base.

**STD D. K. Hampson**, 26 Dampier Close, Old Rowner, Gosport, drafted Sept. R.N. air station Cudrose, 820 Squadron. Will swap for any ship or shore base Portsmouth.

**MEM(M) J. P. Godfrey**, 9 Mess, H.M.S. Fife, refitting Portsmouth. Will swap for Plymouth F.M.G. shore base, or ship.

**ALCK C. R. Pullen**, C2 Mess, H.M.S. Excellent, drafted H.M.S. Orkney, based H.M.S. Cochrane, Jan. 1981. Will swap for

any H.M.S. Vernon sweeper or hunter.

**LWEM(R) Shoulders**, 3L Mess, H.M.S. Leander, refitting early Sept. Will swap for any Portsmouth shore base or ship in refit.

**MEM(M) J. Gillies**, Sm Stbd Mess, H.M.S. Londonderry, Portsmouth, deploying Sept. Will swap for any Rosyth ship.

**SEA(M) G. Hall**, Gunners Mess, H.M.S. Gurkha, drafted H.M.S. Bristol, Sept. Will swap for any Rosyth ship or shore base.

**AB(R) Phillips**, 48 Dawes Avenue, Hornchurch, Essex, drafted H.M.S. Antrim, Dec. Will swap for any Chatham or Portsmouth frigate.

**AMEM(M) J. L. Gladdis**, Portsmouth F.M.G. condenser party, drafted H.M.S. Brighton, Devonport, Sept. Will swap for any Portsmouth seagoing ship.

**MEM(L) S. M. Hunt**, H.M.S. Eskimo, going into reserve Aug. Chatham, due to leave ship in six months. Will swap for any ship regardless of notice, due foreign deployment. Plymouth F.M.G. also considered.

**ROSM1 G. R. Morley**, H.M.S. Walrus, refitting Rosyth for two years. Will swap for any ROSM1/LROSM, must be P/O qualified, Plymouth or Portsmouth. Replies Rosyth Dockyard 2171/2/3.

**RO1(G) Brown**, 15, Brunswick Road, Cattedown, Plymouth, drafted H.M.S. Newcastle, Feb. Will swap for any Devonport ship.

**MEA2(L) Young**, H.M.S. Kent, FTS Whale Island, Portsmouth, drafted H.M.S. Dido Jan. Plymouth. Will swap for any Portsmouth ship.

**RO1(G) M. S. Tate**, C. Watch MHQ Mount Wise, Plymouth, drafted H.M.S. Walkerton, Jan. due to do small ships course, Portsmouth, Sept. 15. Will swap for any Devonport ship or shore base.

**RO1(G) S. A. Kelly**, Portland Commcen, ext. 2345, drafted H.M.S. Coventry, Jan. 6, 1981. Will swap for any Plymouth ship preferably in refit.

**LCK E. Lacey**, 20Z Mess, H.M.S. Amazon, drafted R.N.A.S. Cudrose, Nov. to fill POKK billet. Will swap for any Plymouth shore base; Plymouth ship considered.

**LS(S) R. J. Southgate**, H.M.S. Cochrane ext. 2855, drafted H.M.S. Plymouth, Sept. 30. Will swap for H.M. ships Alert or Vigilant, or SNONI.

**RO(G) G. Cooper**, C. Watch, Fleet Common., Northwood, ext. 438. Drafted H.M.S. Antrim (Portsmouth) Jan. 6. Will swap for any MCM, Island-class ship or survey vessel.

**LCK A. R. Keller**, 20Q Port Mess, H.M.S. Cardiff, due to deploy W. Indies Jan., will swap for any Portsmouth ship in refit or not deploying.

**LS(S) R. A. Antcliffe**, 3L Mess, H.M.S. Ariadne (Devonport), will swap for any Portsmouth establishment or ship, preferably a Type 42.

**MEA1(L) A. T. Janken**, 31 Spencer Drive, Lee-on-Solent, Hants, drafted to Rosyth Static F.M.G. Oct. 7. Will swap for any Portsmouth area shore base.

**WEM(R) M. N. Taylor**, Castland Hill WT Station, Rosyth, drafted H.M.S. Leander Jan., long refit Plymouth. Will swap for any seagoing ship. Telephone Rosyth Dockyard ext. 3084.

**RO1(G) L. M. Cummins**, A. Watch, Commcen Whitehall, drafted to H.M.S. Apollo Sept., due to deploy Med. Will swap for any Plymouth ship in refit or not deploying.

**ALCK Humphreys**, H.M.S. Minerva, due for seven-month deployment Far East March 1981. Will swap for any ship or shore base.

**CK D. Gauld**, H.M.S. Arethusa, refit Devonport, due deployment 1981. Will swap for any Rosyth ship or H.M.S. Plymouth.

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.



# JUST AN ITSY-BITSY £10,000 BIKINI!

This lovely model was the most sparsely clad spectator at T.S. Galatee's band display — even so, she was probably the most expensively dressed, too.

Her glittering bikini is encrusted with platinum and worth £10,000 — exactly the amount that T.S. Galatee — Harlow

Sea Cadet Unit — needs to build a new H.Q.

The model, displaying the platinum for a local jeweller, stepped out of a Rolls-Royce to add glamour to the unit's town square display at the end of its flag week — and to pose for this picture with a somewhat bashful drum major, JS Robert Doree.

## Sylvia's fit enough to be a star

When PO Wren PTI Sylvia Johnson (24), the Royal Naval Women's Sports Officer at H.M.S. Nelson, answered her phone one day, little did she know that she was to become a "star" on Radio 1.

It all began when Paul Williams, the producer of the Andy Peebles show, decided to have a three-minute spot on keeping fit not fat on Andy's new show.

### AUDITION

His first thought was to contact Navy Public Relations to see if a Wren could fit the bill and join Andy on the programme to put him through his paces. Sylvia was suggested as the ideal person and went to London for an audition.

"Andy really put me at my ease and the audition wasn't as difficult as I thought," she said. "He had a go at my first exercise on the spot."

"He knew a bit about the

Navy as well — that's because his brother-in-law is Lieut. Nick Harris who is serving in H.M.S. Splendid."

The programme will be on the air on Monday mornings for six weeks starting on September 1. Sylvia will be explaining how to tone up the body, starting with the legs and working upwards week by week, concentrating on the pot belly in weeks two and three.

Sylvia is married to PTI Tommy Johnson who is to join H.M.S. Nelson in November as the assistant soccer coach. They have recently bought a house in Alverstoke and in between their various sporting commitments are trying hard to redecorate and furnish it.



## Date set for 'Sea Power' series

A series of documentary films entitled "Sea Power" will be screened by B.B.C. television later this year.

Beginning in November, each of the seven 30-minute programmes will be devoted to a type of warship, weapons system or concept.

As well as historic film, the series will include modern sequences shot on board H.M. ships Alacrity, Anglesey and Cardiff. Presented by Lord Hill-Norton — former Chief of Defence Staff and Chairman of NATO's Military Committee — "Sea Power" will trace the evolution of battleships, carriers, gunboats, the Commandos, cruisers, submarines and destroyers.

## Nuffield grants

The Nuffield Trust has made £425,000 available for allocation to the Services this year, the Royal Navy share amounting to £77,000, plus the Super Grant of £75,000 awarded to Southwick Park Naval Recreation Centre, as already reported.

Grants approved by the Trustees include:

R.N. and R.M. Mountaineering Club — Himachal Pradesh Expedition 1980, £3,500.

B.R.N.C. Dartmouth — Expedition NORPED 1980, £1,800.

Royal Naval Element, British Forces, Naples — Water ski boat, £1,200.

R.N. Sailing Association (Faslane Branch) — Yacht, £7,500.

H.M.S. Cochrane — Minibus, £5,000.

H.M.S. Bulwark — Minibus, £5,000.

H.M.S. Osprey — Minibus, £4,700.

Naval Air Command Sub Aqua Club — Two compressors, £4,000.

H.M.S. Invincible — 45 TV sets, £2,025.

R.N. Film Corporation — Documentary Films for the Fleet, £1,500.

R.N. Sailing Association (NAC Branch) — engine for yacht, £1,250.

Portsmouth and Medway Area Rifle Association — Six target rifles, £1,200.

H.M. Yacht Britannia — Sound reproduction system, £700.

H.M.S. Exeter — 12 TV sets, £540.

MOD (Royal Navy) — Minor grants, £29,901.

R.N. contribution to inter-Service bids, £7,184.

## FILMS FOR THE FLEET

# The best treatment for those moles

Since Sir Alec Guinness's hypnotic portrayal of Smiley in "Tinker, Tailor, Soldier, Spy" more of the brilliant lights of stage and screen have been illuminating the shadowy workings of the espionage machine.

The British Secret Service gets a going over this time from a tour de force of actors — Sir Richard Attenborough, Sir John Gielgud, Derek Jacobi, Robert Morley and Nicol Williamson, who tread the boards of London security H.Q. in "The Human Factor," released to the Fleet this month.

### Graham Greene

The be-knighted team is directed by Otto Preminger; their lines written by Tom Stoppard from the Graham Greene novel published two years ago. Greene, authoritative through his

own intelligence work during the Second World War, shows us a Secret Service sub-section haunted by mole-ish anxieties and peopled by lonely men in conflict with themselves and their colleagues.

The central figures are Maurice Castle (Nicol Williamson), described by spy chief C as a dull man, but brilliant with files; Castle's African wife Sarah (played by New York top model Iman), for love of whom he renounces the principles of a lifetime; his mother (Ann Todd) who abhors the merest hint of treachery; Castle's assistant Davis (Derek Jacobi) whose flamboyant character makes him a suspected security risk; the mild mannered General Tomlinson (John Gielgud) who has grown old in the service; and Dr. Percival (Robert Morley) who sees espionage as a game of skill to be played without the restrictions normally imposed by conscience.

Into this circle comes Daintry

(Richard Attenborough), the colonel assigned to track down the double agent in their midst.

The full list of titles released this month by the Royal Naval Film Corporation is:

**When Time Ran Out (A)** — Paul Newman, Jacqueline Bisset, William Holden. Have you ever wished that the ground would open up and swallow you? If so your wish would be granted on the volcanic island in this film. Columbia-EMI-Warner No. 744.

### Karate champ

**Good Guys Wear Black (A)** — Chuck Norris, Anne Archel. Norris, the real-life undefeated world karate champion, appears to be America's answer to Bruce Lee. He kicks and chops through a plot involving intrigue and political murder against the background of the Vietnam War. Viscom. No. 745.

**Yesterday's Hero (A)** — Ian McShane, Suzanne Somers, Adam Faith. A one-time soccer star, turned 35, whisky-orientated and headed for the scrap heap, is given one more chance to play in an F.A. Cup Final. Columbia-EMI-Warner. No. 746.

**Something Short of Paradise (AA)** — Susan Sarandon, David Steinberg. Comedy about a woman journalist who enters into a relationship that would seem to have a chance of becoming permanent — until she is assigned to cover a press conference for a French film star. ITC. No. 747.

**Kramer vs Kramer (A)** — Dustin Hoffman, Meryl Streep. Oscars showered down on this film, Hoffman and Streep taking their share for an eloquent portrayal of parents savaged by divorce. Columbia-EMI-Warner. No. 748.

**Caravans (A)** — Anthony Quinn, Michael Sarrazin. The scene, Central Asia; the year 1948. The daughter of a

U.S. senator chooses a new life style with desert nomads, but new ways and new attitudes make it increasingly difficult for the bedouins to live as they have done for centuries. Rank. No. 749.

**The Human Factor (AA)**. Rank. No. 750.

### Improbable

**Nightwing (AA)** — Nick Mancuso, David Warner. The improbable adventures of a British biologist and an Indian tribal deputy sheriff as they attempt to discover — wait for it — the nesting place of vampire bats in the Wild West. Columbia-EMI-Warner. No. 751.

**The Last Married Couple in America (X)** — George Segal, Natalie Wood. The theme of marital erosion again, this time a comedy in which a marriage is jolted repeatedly by others' break-ups. CIC. No. 752.



# Division One for Action Men ...

(Ops. Branch variety)

Since the last Operations Branch Drafty's Corner there has been a change at the top in Drafting Division One. Cdr. D. Hall has been succeeded by Cdr. D. H. Lines and this month's article gives him the opportunity to explain his Division's organization.

The Division is responsible for drafting the Operations Branch (all Seaman sub-groups, i.e. radar, sonar, mine warfare, missilemen, electronic warfare, divers and the communicators with their sub-specialisations of G, T and CT), physical trainers, regulators and survey recorders together with all members of the WRNS attached to the Operations Groups, including weapons analysts.

The drafting commander, known as D1, is the appointing officer for all Operations Branch Fleet chief petty officers and personally drafts the regulators. The four lieutenant-commanders (D1A, D1B, D1C and D1D) share the remaining groups as follows:

D1A — sonar, mine warfare, divers, physical trainers.

D1B — missilemen, seamen.

D1C — communicators including WRNS communicators, electronic warfare, WRNS telephonists.

D1D — radar, WRNS radar, survey recorders, WRNS weapon analysts, Royal Yacht Operations Branch ratings.

Each lieutenant-commander is assisted by his desk staff consisting of a chief petty officer writer and three or four junior ratings, mostly writers. Additionally the communicators and regulators have a petty officer writer.

## Shortages

In the Operations Branch shortages of manpower are felt mainly at leading hand level in the radar, EW and communications sub-specialisations and are exacerbated in the case of the latter by the fact that communications ratings have an operational task ashore as well as afloat.

It might be prudent therefore to remind ourselves how these shortages affect drafting.

The first thing to note is that all men are held on the sea roster; as soon as they come

ashore they return to the roster in a position determined by Roster Date Adjustment (RDA). RDA is a reflection of the time just spent at sea, at home or abroad, of unaccompanied local foreign service and of certain UK shore billets with a heavy sea content.

It follows from shortages that a man could easily come in from sea and go straight back to the top of his roster. This would be most unfair to him and his family and inequitable between branches and sub-specialisations.

The Ministry of Defence has therefore deemed that men on General Service must spend a Minimum Time Ashore (MTA) after sea or unaccompanied local foreign service time, this MTA differing for each rate, but applying identically to all sub-specialisations and all branches of the Navy.

There is no need here to describe the length of MTA, nor how it is calculated, but it is

necessary to understand its effect; as Drafty attempts to fill the sea billets from the sea roster the point will come in shortage categories when the next man and those below him on the roster have not yet completed their MTA.

## Remedy

Now unless the man has rendered a Drafting Preference Request (C240) or ticked his Drafting Preference Card (C230) to say that he is prepared to forego his time ashore to get the draft he wants, Drafty is in a dilemma — in other words, he has sea billets with no one to fill them.

The remedy, at best a palliative measure, is the application in General Service of Reduced Manning Standards (RMS), laid down by the Ministry of Defence (Navy) and repeated from time to time in Fleet Temporary Memoranda (FTM).

RMS gives Drafty certain options which include replacing a rating with one of a lower rating (dilution) and gapping (leaving the billet empty).

Dilution also offers the option in the Operations Branch of giving the man an equipment qualification, thus enabling the dilutee to have sufficient additional specialist knowledge above that required for his rate to enable him to fill the billet effectively at sea.

It is not a substitute for an advancement course but clearly the brighter ratings will make use of the extra training in preparing for provisional examination for the next higher rate.

Drafty's primary commitment is to provide the right number of properly qualified men to sea, having sufficient time left to serve to avoid unnecessary turbulence. Except in one or two small areas (not small to those affected) this is being achieved within the constraints of

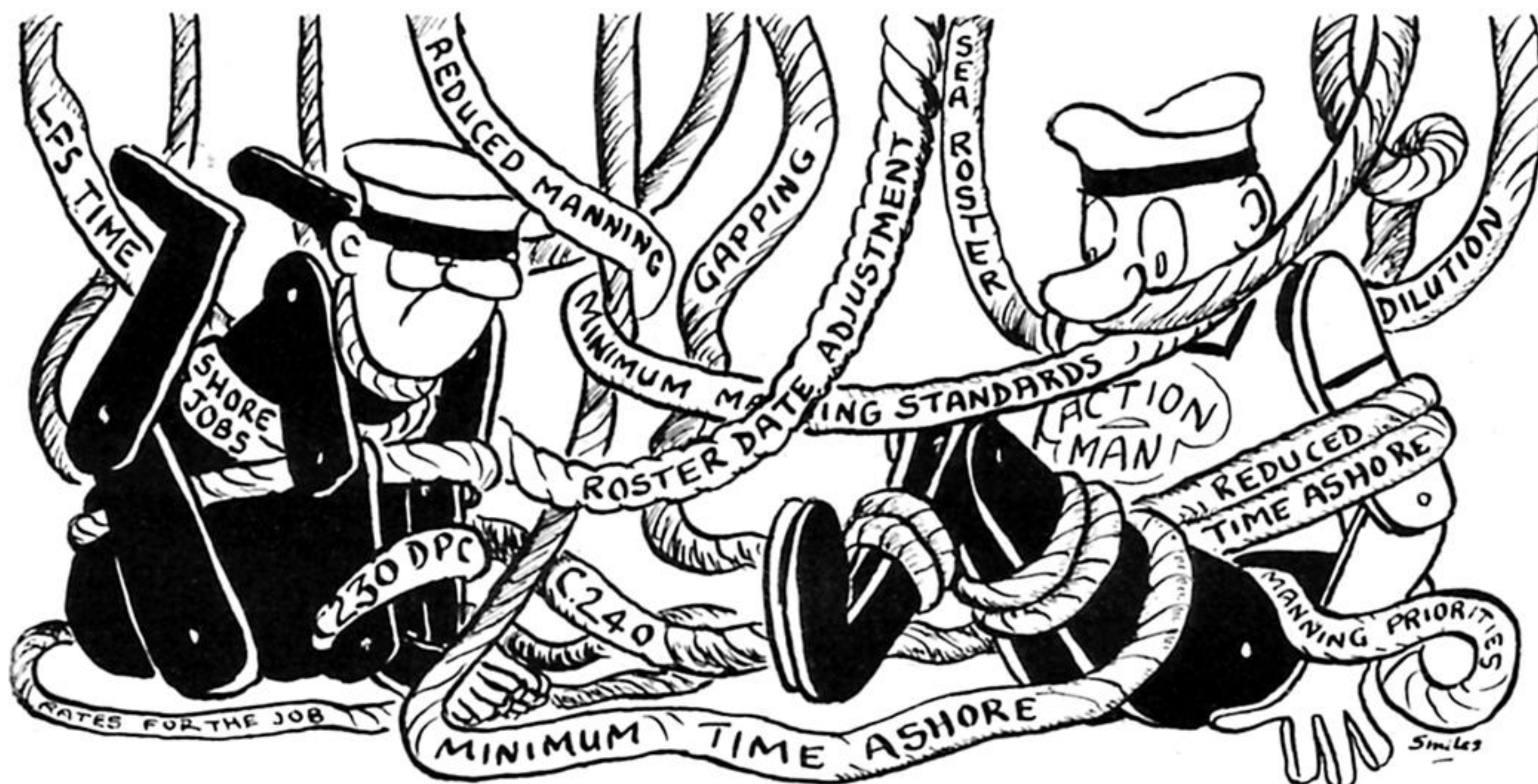
applying RMS, mostly by dilution.

From this it follows that any manpower shortages are for the most part effected in shore complements. This is where Minimum Manning Standards (MMS) apply.

MOD(N) gives Drafty a steer as to how thinly to butter with the men available, the bread of the establishments. In the case of operational functions such as Communications Centres, Drafty is also given a list of priorities for manning.

## Efforts

The unfortunate result of MMS and manning priorities is that men and Wrens often find themselves out of preference area, despite Drafty's best efforts. However, where people are drafted out of preference, every effort is made to get them to their preference area either in their next shore draft or, if



## DRAFTY'S CORNER

ashore long enough as for many senior ratings, after a year or so out of preference area.

Clearly these shortages are not all bad news; many able and leading rates are enjoying the benefits of pay, privilege and status of the (next higher) acting local rate.

Finally, these shortages can make people feel they have joined the wrong branch, and what they really need is a "trade," in other words, a branch change.

Well, before taking such action please read DCI 334/80 on Branch transfer; it will save a lot of heartache and Drafty the unpleasant task of being unable to give manning clearance.

In any case, you should beware of the pitfall of supposing that the grass is always greener on the other side of the hill; the Operations Branch is, and will remain, a vital arm of the Service. Modern technology will make the Operations Branch ratings' role more and not less interesting and rewarding.

Never forget that the prime role of the Operations Branch is at the sharp end of fighting the ship. They are "action men."

## ... AND TALKING OF ACTION MEN, HERE ARE JUNO'S!

There is absolutely no truth in reports that H.M.S. Juno ran out of fresh water during her current deployment with the Standing Naval Force Atlantic and had to resort in desperation to a rain dance on the flight deck! Our picture is not of some strange Apache ritual, but of members of the ship's company doing some rigorous fitness training under the watchful eye of their clubswinger, LPT Brian Root.

## Rum do

H.M.S. Invincible's wardroom was presented with a keg of traditional Pusser's Rum after wardroom members had entertained Whitbread Duty Free Trade Division executives.



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## SHIPS OF THE ROYAL NAVY

No. 298

# Battleaxe has the edge

Back from her first foreign deployment, the missile frigate H.M.S. Battleaxe is preparing for more trials in the North Atlantic — and visits to Wales and Scotland.

The second Type 22 to enter service covered more than 11,000 miles during a seven-week summer deployment which took her to Florida, Nassau and South Carolina. From there she recrossed the Atlantic for a visit to Stavanger, Norway, covering the 4,200 miles in 11 days.

The next stage of her programme, under her commanding officer Cdr. R. H. C. Heptinstall, includes visits to Gibraltar, Glasgow and Newport (Gwent) — her town of adoption.

## Advanced sensors

H.M.S. Battleaxe was launched in 1977 by Mrs. Audrey Callaghan, wife of the then Prime Minister, and commissioned in March this year in the presence of Mr. and Mrs. Callaghan.

The Battleaxe will be followed into service by H.M. ships Brilliant, Brazen, Boxer and Beaver — a class which represents a powerful new concept in frigate design. Their only guns are 40mm Bofors for policing and close-range defence, their main armament consisting of missiles and homing torpedoes.

H.M.S. Battleaxe has an advanced complex of radars and sonars which supply continuous data on all targets to the ship's action information system. In the operations room the command is assisted

by seven integrated computers to deal with the complexity and speed of modern warfare. With inputs from all sensors, the computers provide an accurate, up-to-the-minute air, surface and sub-surface picture which ensures the effective employment of weapons.

With her sister ship H.M.S. Broadsword, the Battleaxe has the most comprehensive external communications system yet fitted in Royal Navy frigates.

Her high technology has meant economy in manning levels and a good standard of accommodation for the ship's company. There is a large "school" room with a well-stocked library, regular film shows and built-in TV and sound equipment.

## From days of old

Among some of the most advanced weapons in naval warfare, H.M.S. Battleaxe carries one piece of equipment which would have been standard gear for the knights of old . . .

She has on display a battleaxe, a replica of one captured at Martinique in 1809 by the Battleaxe Company, now of the 32 Guided Weapon Regiment, Royal Artillery. The company, affiliated to the ship, presented the axe to the Battleaxe's predecessor in 1953.

That ship, first of the Weapon-class destroyers, was a familiar sight in the Home and Mediter-

anean Fleets in the Fifties and early Sixties.

Like her successor she was built by Yarrows of Scotstoun and completed in 1947. From 1949 to 1956 she was in the Sixth Destroyer Flotilla and took part in many national and NATO exercises, attending the Coronation Fleet Review in 1953.

Following a two-year refit she emerged in 1959 as an interim radar picket ship, joining the Second Destroyer Squadron. She arrived back in Portsmouth for the last time in 1962 and was broken up two years later.



## PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each (minimum order 60p) inc. postage and packing (£1.20 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication of 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

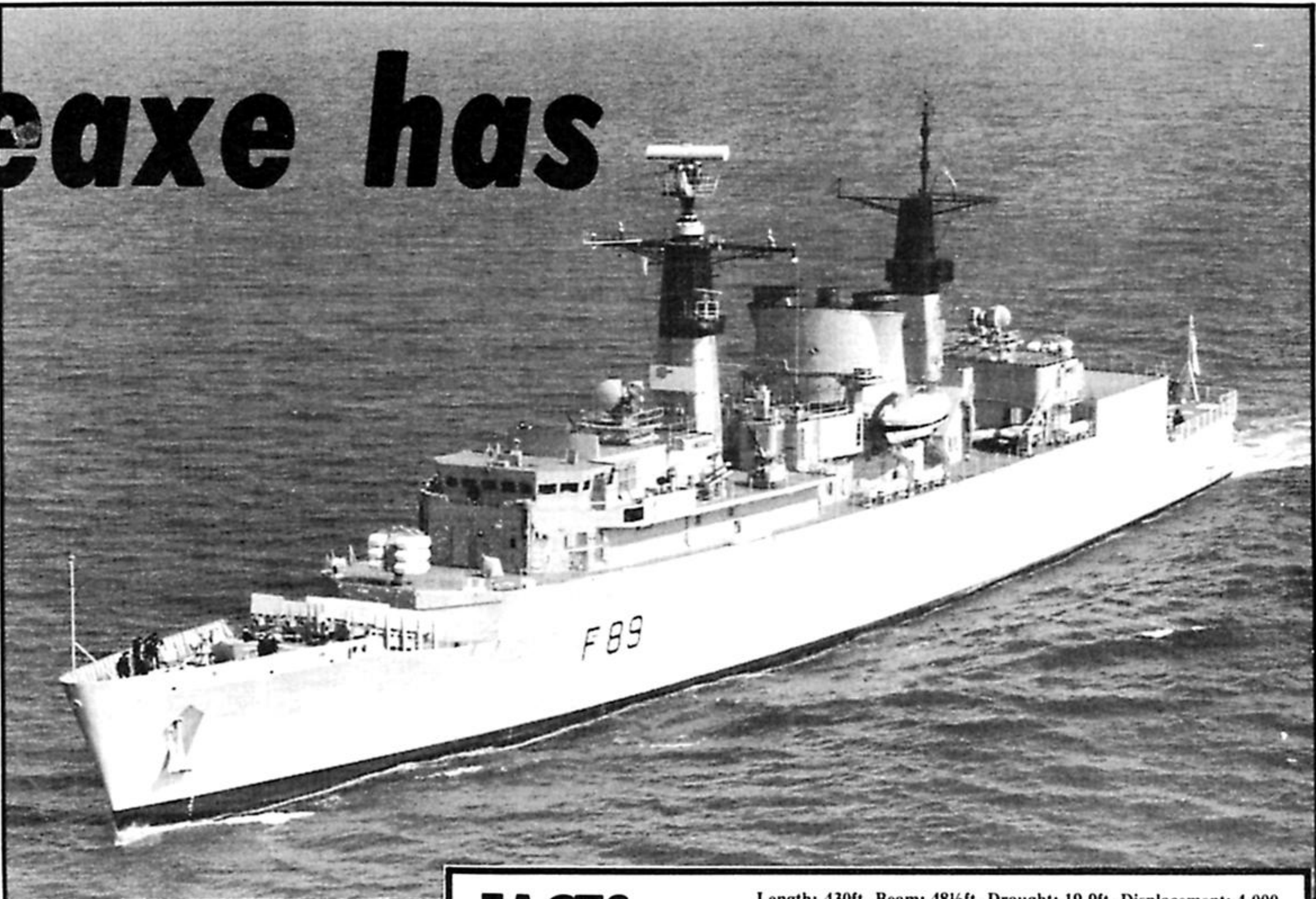
Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1980), Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Argentin, Arethusa (pre-mod), Arethusa (mod), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger.

Bacchante, Barrosa, Battleaxe, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria,

Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow (1956), Glasgow (1980), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperston, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lolotien, London (1964), London (1980), Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Paliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoultun, Sidesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorinus, Vidal, Vipo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



## FACTS AND FIGURES

Length: 430ft. Beam: 48½ft. Draught: 19.9ft. Displacement: 4,000 tonnes. Armament: two sextuple Seawolf surface-to-air missile launchers, two twin Exocet surface-to-surface missile launchers, two 40mm Bofors guns, two triple ASW torpedo tubes. Aircraft: two Lynx helicopters which may be equipped with Sea Skua air-to-surface missiles or torpedoes. Propulsion: COGOG arrangement of two Rolls-Royce Olympus gas turbines producing 56,000 b.h.p., and two Rolls-Royce Tyne gas turbines producing 8,500 b.h.p., two shafts. Speed: 30-plus knots (18 knots on Tynes). Range: 4,500 miles at 18 knots. Complement: 223.



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## Just a good old-fashioned pea-souper

In response to the request by S. E. Maxted (August issue) for the recipe for "Pusser's Pea Doo" vintage 1947, the Admiralty Manual of Naval Cookery 1936 contains the following item:

### Pea soup

Proportions: 1 pint peas, 1½oz. fat, 3 pints water, 1 carrot, 1 onion, 1 turnip, celery seed, pepper and salt.  
1. Soak the peas for 24 hours in cold water.  
2. Peel the turnip and onion, scrape the carrot.  
3. Slice the onion, shred the carrot and turnip.  
4. Melt the fat in a pot, add the peas (strained) and vegetables. Cook for ten minutes then add stock, celery seed, pepper and salt. Simmer for 2½ hours.  
5. When the peas are quite soft, pass through hair sieve.  
6. Re-heat, serve with powdered mint and toast cut in dice.  
(A thin slice of bacon or bacon bone can be used as a flavour agent.)

Being the wife of an ex-gentleman of the R.N., and interested in all forms of cookery, I recently acquired this manual — and should S. E. Maxted require the recipe for pea soup for 100 men, this is also available! — Mrs. J.G. Knight, Norwich.

### Topsides recipe

Has anyone the recipe please for the savoury "eggy-cheesy" hammy-topsides which, we are told, was a wardroom favourite, particularly on the old China Station? And is there a recipe too (perhaps in the archives at H.M.S. Pembroke's Cookery School) for the authentic and fortifying "pea soup à la Royal Navy"? — Margaret Baker, Vancouver, B.C.

### Old Boys reborn

The training ship Mercury, Hamble, closed in 1968, and its Old Boys' Association with it. Last year the association somehow got reborn, resulting in a successful reunion. Another

reunion is being planned for later this year. I would be delighted to send details to anyone interested. — The Rev. Michael Gover, 5 Warfield Avenue, Waterlooville, Hants.

Lieut.-Cdr. A. C. Dyson, R.N., assistant defence adviser on the staff of the British High Commission in Canberra, has sent Navy News a cutting from the Canberra Times describing a run ashore to cap all runs ashore.

When the Royal Australian Navy were having a goodwill visit to Subic Bay in the Philippines, two matelots from H.M.A.S.

Derwent went into the Crocodile Bar for cultural exchanges with the local girls, "rescued" the living mascot of the bar, found the muncher too hot to handle, and heaved it into a passing jeep.

The jeep driver, confronted by Jaws, drove through a window into another bar, and when it all ended there were several injuries, a lorry involved, a dead croc, an army of furious bar-keepers, a posse of police,

diplomats, and a bill for 86,000 Australian dollars.

What makes it appear more than ever like a good story is the sequel that the Australian Department of Defence Treasury were so impressed with the performance that they said the Defence Vote should carry the bill!

Anyone who believes that will certainly swallow the Great Run Ashore story — if not the crocodile as well.

## LETTERS TO THE EDITOR

# No smoking should be an ORDER

With the issue of DCI 685/79 re smoking and health, I thought that at last something would be done to redress the balance of interest between smokers and non-smokers.

Alas, that is not to be. After a year of asking, even begging, for some control of smoking in certain areas we find ourselves in exactly the same position — no control of smoking whatsoever, even

in sleeping areas after 11 p.m.

I feel that the DCI should not have said "at the commanding officer's discretion." It should have been a directive, for as proved in my particular ship, anything for a quiet life seems to be the norm. Many people are still suffering.

It seems a shame to me that many people will lose time off their lives due to others, and due to the Ministry of Defence refusing to recognise a health hazard. — "Tar Discontent" (name and ship's name supplied).

### Tally-ho for the Hunts!

It was pleasing to read in the July issue that more Hunt names are to be used for the new class of MCM boats.

I served in H.M.S. Hurworth from commissioning until three months before being mined in the Dodecanese Islands, just missing the sinking through a draft ashore. It is good to hear

other names, especially the Dulverton, our "sister" in the Mediterranean. — W. Lawson, Scarborough.

### Back to Goat Island

The Sultan of Oman's Navy has recently commissioned a naval base on what some of your readers may remember as "Goat Island" at the northern end of the Musandam Peninsula on the Straits of Hormuz.

It is thought that this site was used by the Royal Navy in both world wars, probably as a signal station. Should any reader ever have called at, or even been stationed on the island, we would be very grateful indeed to hear from him.

We would be happy to send a photograph of the modern, fully air-conditioned new S.O.N. naval base. — A. J. Austin, Ra'ees Bahriyya commanding officer, Qa'idat Ras Musandam al Bahriyya, PO Box 980, Muscat, Sultanate of Oman.

## Where's the honour in this?

I am an ordinary matelot's mum infused with disgust for my fellow men.

My eldest son, at present serving in a shore establishment, lost his wallet in the Naafi club, just prior to leaving for home. The wallet contained his identity card, driving licence, Barclay card, £40 in cash, and personal photographs. Nothing has been returned.

My father and husband served with the colours, and my sons have all been instilled with Service honour.

The person who found the wallet no doubt had a good run ashore, but what other shipmate will suffer in his career? — Peggy (full name and address supplied).

### Vive la Liverpool!

When the French Navy repair ship Garonne visited Liverpool, the two tugs which met her were called Nelson and Trafalgar.

However, whatever view the French crew might have taken of the reminder, the commanding officer, Bernard Lugan, had no doubts about Liverpool's welcome. He was a student there 25 years ago, and on taking command of the Garonne, Liverpool was the first port he chose to visit.

"I had such happy memories of the place," he said. — G. H. Flaherty, Aintree, Liverpool.



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H.M.S. London in 1947



Picture: Wright and Logan

## Double-take on London

More proof of the knowledge of our readers has been shown by the response from near and far to our use in the August issue of a picture of a pre-war County-class cruiser which we described as "The ninth H.M.S. London which played a part in the Yangtze Incident."

Several readers have contacted us, pointing out that the three-funnelled vessel in our picture ("Ships of the Royal Navy") bore no resemblance to the London at the time of the Yangtze Incident in 1949.

How right they are. The unmistakable County-

class lines of the London underwent a radical change in the late Thirties when she was selected for what was arguably the most complete rebuild from the bare hull of any British warship: hangars were built abaft the bridge, the three raking funnels were replaced by two upright ones, and armour protection was increased.

It was in this form that she fought in the Second World War — and subsequently took part in the Yangtze Incident. In the picture above she is in the form best recognised by those who knew her in the Forties.

Post to: Letters to the Editor, Navy News





# Post haste to ships, please!

We sometimes hear stories about problems caused by wives when husbands are away on deployment. I think it unfair to lay all the blame on the ladies. There should be a look at the postal and communications systems before accusing us of being emotional and unreasonable.

A letter is the only contact we have with our husbands and when, as recently happened to me, the letters stop because there is some sort of trouble with the BFPO it can cause emotional distress to both parties. It can also cause misunderstanding.

We accept that our husbands have to go away. When the mail is regular it makes life a lot easier.

## Contribution

And remember, if before the pay rises it hadn't been for working wives' contribution to the income, many Servicemen would not have been able to afford to stay in the Navy. — St Budeaux wife.

BFPO Ships is responsible for outgoing mail only, while mail arriving in the U.K. goes in bags to Mount Pleasant, where it is sorted and fed into the GPO system. But every mail serial from abroad contains a letter to the Naval Mails Section (BFPO), giving serial number and date of despatch, so BFPO Ships can tell ships if a serial is missing and tracing action can start.

Mount Pleasant, handling thousands of sacks of mail each day, is unable to give priority to naval mails. BFPO Ships maintain close liaison with them, but cannot interfere with GPO business.

## 'Minor hold-ups'

The Navy, of course, appreciates fully the importance of family mail and, we are told, BFPO Ships have been generally satisfied with deliveries of incoming mail from the current deployment to the Far East. "There have been minor hold-ups from Cairo and Diego Garcia, the latter unavoidable as there is only one flight a week."

Over outgoing mail, there had been two problems — one due to a late programme change when mail had already been despatched and

## One for the birds?

The recent decision to change the name of one of our "through-deck cruisers" to H.M.S. Ark Royal revived memories of my national service in H.M.S. Redpoll.

This modified Black Swan-class frigate, whose sister ships all carried the names of birds, appears to have been given the name of the breed of cattle.

The story at the time was that the name was misspelled by a typist at the builders, and the Navy thought it would be unlucky to change the name to H.M.S. Redpoll. Can any reader confirm this story? — CRS D. G. Hopkinson (Coventry R.N.R.), Rugby.

the other due to a missed flight connection outside the UK. — Editor.

## Thanks to ☐ Invincible

On July 18 my wife, daughter, and I were guests at families day aboard H.M.S. Invincible, and all had an exciting, interesting and thoroughly enjoyable day. Our thanks are due to the Captain and his crew. — The Flachett family, Leyland, Lancs.

## Cyclops ☐ lifesaver

I am trying to obtain information about H.M.S. Cyclops of First World War fame. A member of the ship's company, AB Pentecost, saved my life in 1915 when he caught hold of my

jacket as I was falling out of a train on the Highland Railway between Brora and Loth, when the door of the compartment blew open.

In appreciation my mother sent many parcels to him during the war, but then we lost track of him. I wonder if he's still alive. Actually, I was only eight years old at the time.

One of your readers may have some details of the Cyclops. — Mr. Hugh Macpherson, Edinburgh.

## Green ships? ☐ Never!

Regarding correspondence on "pea green ships," they never were really green.

I commissioned H.M.S. Mauritius at Portsmouth in May 1949. She was an 8,000-ton Colony class cruiser and the intended flagship of the East Indies.

I will remember being detailed, with the rest of the crew, to paint the ship with what was known then as "Far East grey." This was a much warmer grey than the normal "Home Fleet drab" and did indeed have a slight greenish tinge to it.

Ships joining the station later still wearing their old grey coats were always instructed as their first duty to "paint ship." — John Douglas, Birmingham.

## Tournament ☐ bikers

After seeing the motor-cycle teams from the Army and R.A.F. at the Royal Tournament I wondered why the Royal Navy has not got a team. The course was not too difficult and we could organise a team which could, with some practice, win every year at Earls Court.

If anyone shares the same interests as me or has some suggestion, perhaps something could be arranged. — WEM(R) Nick Park, 1G1 Mess, H.M.S. Kent, BFPO Ships, London.

## ASSISTANCE TO AUTHORS

Lieut.-Cdr. K. Jones, Second Frigate Squadron, Portland Naval Base, Dorset, is preparing a history of the naval training squadrons which have operated off Portland since 1919. They have been known variously as the First Anti-Submarine Training Flotilla, the Third Escort Flotilla, the Second Training Squadron, and now the Second Frigate Squadron. Lieut.-Cdr. Jones would be pleased to hear from anyone who has served in any of the squadrons and who has a story, serious or humorous, about their experiences.

## Parade of salesmen on the 'patch'

Having recently re-entered the Royal Navy and moved into married quarters at Rowner, I have been inundated by various insurance brokers, etc. calling at my married quarter offering their wares.

Not only do they know that I have recently moved into the quarter but — more importantly — they know my name. Could someone please tell me: (a) Who do they get this information from? (b) On whose authority? — Rowner resident.

Names and addresses of occupants of married quarters are not released officially to anyone, we are told. It is not known where any tradespeople get information from, other than by observation — for example, removal vans outside quarters — or from each other or even from neighbours. — Editor.

## Resolution ☐ tankard

At a recent auction I bought a silver-plated tankard bearing the inscription, "H.M.S. Resolution," and on the reverse side "Christmas Island." Can any reader enlighten me as to the significance of the tankard? — R. J. Moore, Loughborough, Leics.

## Mounted ☐ Navy

With reference to the letter from Mrs. P. Lee (July issue) I am in possession of a coloured print of the picture entitled "The

King's Own Naval Mounted Horse."

It was purchased from John Abrahams, naval photographer, 9 Queen Street, Portsmouth, about 1928, but the name of the artist does not appear on it, only the printed word "copyright." — J. Chamberlain (Lieut. (SD) (G) ret'd.), Ipswich, Suffolk.

## Battle of ☐ the Bay

I was extremely interested to read Mr. C. Ward's account (July issue) of H.M.S. Glasgow's part in the Battle of the Bay, having been in that ship as an able seaman.

May I make one small correction? The Glasgow and Enterprise were ordered to close on 11 German destroyers (not nine). When the action was over the Glasgow was attacked by an American Liberator aircraft, thinking that the Glasgow and Enterprise were two German destroyers. Fortunately our six-inch guns drove him off. — David Carswell, Helston, Cornwall.

Several other letters have been received about this battle, including one paying tribute to the commanding officer of the Glasgow, Captain Clarke, and "wondering whether he is still around." — Editor.

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## A tale of two bears

It may be of interest to Admiral Haslam (July issue) to know that H.M.S. White Bear was berthed at Malta on July 2, 1946 under the command of the then Capt. A. Day, later Hydrographer of the Navy.

I was tied up alongside the White Bear on that day, when I was in command of H.M.S. Seabear, a

fleet minesweeper.

Capt. Day's visit to the Seabear is recorded in my visitors' book. We agreed that any issue of the union between the two Bears that night should be discounted as being unbearable! — W. A. C. Harvey, Hull.

Barham Block, HMS Nelson, Portsmouth PO1 3HH



# This is no time to worry about whether the wife's got her housekeeping.



Let's face it, the job that you've got is hardly an ordinary one.

And because of it, your financial problems are, probably, a bit out of the ordinary, too.

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As well as a joint account we can provide you with a budget account, standing orders and various other services.

They can be very useful - especially when you're in the Services yourself.

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On the previous day, a farewell visit had been made to S.M.A. by Vice-Admiral Sir William Pillar, Chief of Fleet Support, who spoke of the valuable contribution which the Authority had made, and of the advantages of reorganisation.

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# ROYAL NAVAL VOLUNTEER BAND FESTIVAL 1980

# ON THE WINGS OF MUSIC

Flying high after this year's Royal Naval Volunteer Band Festival is the 35-strong band of H.M.S. Daedalus, which marched off with three awards — including the overall prize.

Eleven bands with a total strength of near 300 took part in the tuneful battle at H.M.S. Collingwood. Under the direction of CSgt Maurice Keat the men from Daedalus took the premier prize (the Commander-in-Chief's Challenge Trophy), the Bambara Trophy for the best all-round band in the Fleet Air Arm, and the Lea-Wilkinson Dirk for the best concert performance.

H.M.S. Collingwood — the only band with a sousaphone — won the Kernow Trophy for the best marching display. And the host establishment's two Drum Majors — WEA1 Mitch Smith and WEA2 Chris Anderson, now at H.M.S. Nelson — again carried off the Kenneth Alford Memorial Trophy for the best all-round drum majors.

Best drum display came from H.M.S. Figgard, fielding a band consisting mainly of apprentices with an average age of 17½. They took the Collingwood Trophy, a remarkable feat in the light of the fact that the band has to replace one-third of its members every four months.

## Smallest band

The festival's only warship band — formed last year in H.M.S. Norfolk — won the Rose-Morris Trophy for the best small band concert performance.

Other bands taking part were from H.M.S. Caledonia, H.M.S. Heron/Osprey, H.M.S. Neptune, Portsmouth, H.M.S. Seahawk, H.M.S. Sultan and H.M.S. Pembroke, the last with five members being the smallest and most recently formed concert band in the festival.

Principal guest was Rear-Admiral K. H. G. Willis, Chief of Staff to the Commander-



## SWORDFISH SALUTE

H.M.S. Daedalus's triumph at the R.N. Volunteer Band Festival was marked spectacularly by an impromptu salute delivered by a Swordfish of the R.N. Historical Flight, Yeovilton.

Before the bandmen knew they had won, the biplane swooped down as they played "Those Magnificent Men in Their Flying Machines."

Although a fitting tribute, it was in fact an error. The Swordfish had been laid on for the marching display by H.M.S. Heron/Osprey's band, but because the proceedings were running late the pilot understandably mis-identified the Daedalus musicians as his "target."

"Well, you blow through here..." WEA Dave Stone (Collingwood) shows off the only sousaphone in this year's R.N. Volunteer Band Festival. His intrigued audience are Collingwood band drummers POWren Christine Hopkin and Naval Nurse Ann Chamberlain Q.A.R.N.N. With them is Band CSgt Philip Fryer R.M.

in-Chief Naval Home Command and President of the R.N. Volunteer Bands.

Also present was Vice-Admiral Sir John Lea, past President of the R.N.V.B., and special guest Col. Jim Mason, Principal Director of Music Royal Marines. The prizes were presented by Lady Lea.

One of the highspots of the occasion, on July 12, was the marching contest grand finale in which more than 200 bandmen from Caledonia, Collingwood, Daedalus, Figgard, Seahawk and Sultan gave a massed band performance.



One of the three bell lyres in the festival. This one is played by REA1 Simon Shepherd, H.M.S. Seahawk.



LEFT: Portsmouth concert band on stage at Collingwood. ABOVE: H.M.S. Daedalus Band CSgt Maurice Keat receives the Commander-in-Chief's Challenge Trophy from Lady Lea. With them is the principal guest at the festival, Rear-Admiral K. H. G. Willis, President of the Royal Naval Volunteer Bands. Most of the Daedalus musicians are instructors or trainees in the Air Engineering School and have been under the direction of CSgt Keat for four years. He retires in September after 22 years service in the Royal Marines — including ten years with R.N. Volunteer Bands.



## The team that keeps the Navy's helicopters ...

# All under control

*"Hero, this is 475. Request operational approach."  
"475, this is Hero. I have you positively identified. Mother bears  
250 at 4½ miles. Override. Vector starboard 270."*

It sounds like something out of television drama. In fact, it is a student helicopter controller starting the preamble to talking a ship's helicopter back to the deck.

On the eastern side of Weymouth Bay is a Pontin's holiday camp, on the western shore is H.M.S. Osprey and the R.N. air station Portland. And it is here that the Royal Navy's helicopter

controllers are trained.

At the edge of the air station is a training unit which teaches the complexities of the job in a friendly and professional environment. It is an organization prepared to train naval personnel to a very high standard in radar control and operational procedures involving ships, submarines and aircraft.

Teaching is conducted by experienced instructors using the most modern radar training simulators and aids.

Opportunities abound for positive thinking men with quick reactions. Students are selected from Seaman officers and volunteer ratings from the operations radar branch. Some courses have air traffic control officers and officers from NATO countries attached to them.

The course lasts five weeks and is broken into three phases — theory and simulator instruction; practical control at sea; and a study of fixed wing maritime patrol aircraft control procedures.

The unit has a new £750,000 simulator capable of creating operational situations in a realistic ship's Ops. Room environment.

### BADGE

Successful students earn the Helicopter Controller 3 NATO Grade C certificate, which entitles the rating to wear an HC badge and gives him greater flexibility for future employment.

His training complete, the helicopter controller may be employed in any helo-carrying ship of the Royal Navy, including survey ships and detachments to the Royal Fleet Auxiliary and the squadrons.

He becomes an integral member of the ship's operational team, responsible for passing tactical information quickly and accurately between the command and airborne units.

### VOLUNTEERS

Volunteers are needed for this very important task. It is not every day the Navy offers its volunteers seaside accommodation in an area of outstanding natural beauty, good runs ashore and air and sea cruises as part of the course, plus a guarantee of efficient, friendly training in a worthwhile job!

Anyone interested is invited to visit Osprey for an aptitude test.



Left — Your friendly instructors at the Helicopter Control Training Unit in H.M.S. Osprey pose for the camera. From left to right are: Wren(R) Karen Rewcastle, PO(R) Lenny Lennox, Wren Sarah Holden, Lieut. John Griffin, REA1 Michael May, CPO(R) Roland Stuart, and Wren(R) Lois Wright, officer-in-charge Lieut.-Cdr. Malcolm Robson, and LWren(R) Anne Lyons.

Below — Training staff seated at the computer-controlled consols monitor students in separate ship cubicles. In the foreground is PO Lenny Lennox, the game controller, and in the background is PO Terry Newey, the supervisor.



Pictures by H.M.S. Osprey Photographic Section.



Staff and students in the more advanced ship cubicle carry out ASW exercises. From left to right are PO Wren(R) Felicity Whitfield, action plot supervisor; CPO Roland Stuart, course instructor; a student under training; Wren Sarah Holden, action plotter; and Lieut. Ian Moore, course officer.

Suspended on duty! LS Paul Byers is winched onto H.M.S. Phoebe off Portland at the start of his two-week helicopter control training at sea.





# Bulwark fire: three sailors commended

Three ratings who helped to control a fire which broke out on board H.M.S. Bulwark have received the commendation of the Commander-in-Chief Fleet, Admiral Sir James Eberle.

The certificates were presented by Flag Officer Third Flotilla, Rear-Admiral J. Cox, to FCPO Mick Pounds, CPO Wally Walthe and PO Dave Hawkes.

They took brave action while fighting the boiler fire which broke out while the ship was

lying alongside at Philadelphia earlier this year.

The carrier sailed from Portsmouth on August 12 for weapon training, and was due to visit Le Havre for a four-day stop-over on August 29. Later she will visit Karlsruhe in West Germany, and Kristiansand in Norway, and take part in the NATO Exercise Teamwork.

While undergoing her maintenance period, which started in Gibraltar in June and ended at Portsmouth, members of the ship's company took part in several sporting activities.

Her Top of the Rock team have now been officially recognised as the new record holders. Corporal Dee, Lieut Fox, Mne Skipsy, Mne Walton, PO Churchill, and NA Parr made the run in 132 mins. 54 secs.

In Portsmouth the ship entered the Fleet six-a-side cricket competition, losing the final to H.M.S. Sheffield by one run off the last ball of the match. In the ship's golf competition overall winner was MEM Spence and runner-up PO George Dunn.

## Jersey on the town

The ship's company of H.M.S. Jersey were treated to a night on the town during the ship's twice-yearly visit to the island of Jersey. They were invited by the management of Caesar's Palace to see the nightspot's summer show.



## Taking new steps

On the way up the ladder of promotion are 25 Upper Yardmen, the first group to move into the new Upper Yardmen Education Unit in H.M.S. Collingwood. Until now the unit has been based in H.M.S. Caledonia.

Their new training director, Capt. Chris Young, is pictured on the right, and with him are members of his staff.

The Upper Yardmen scheme gives ratings the opportunity to be promoted to officers. Those selected who are educationally qualified go straight

on to Britannia Royal Naval College, Dartmouth, but those without the necessary O and A levels go to the Upper Yardmen Education Unit, now part of the Basic Training School in Collingwood, to qualify for entry to Dartmouth.

The Upper Yardmen at Caledonia paraded there for the last time at ceremonial divisions on July 26. The inspecting officer was Commodore C. N. McEacharn, Commodore Clyde, who was selected for promotion on the Upper Yardmen scheme, having joined the Navy as an Ordinary Seaman in 1947.

## Rating acted in a flash

A sailor who saved the life of a companion knocked unconscious by lightning has been awarded the commendation of the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton.

ALS Edwin Jensen and WEA2 J. M. Wright, both of the Upper Yardmen Education Unit, were watching a particularly heavy thunderstorm from the apparent safety of a classroom in the School Block of H.M.S. Caledonia.

The classroom was struck by lightning and both ratings were thrown to the floor. ALS Jensen, burned, temporarily unable to breathe, and shocked, recovered sufficiently to see WEA Wright still on the floor in convulsions.

As reported in the July edition of Navy News, he raised the alarm by which time WEA Wright's heart had stopped and he had stopped breathing. ALS Jensen revived him by applying cardiac massage and mouth-to-mouth resuscitation.

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## A PAGE FOR

## FAMILIES

## DIVORCE: THE OTHER SIDE OF THE COIN

Recent letters on the emotive topic of divorce have continued with a plea from a Nottingham woman reader to "Come off it, naval wife."

She was referring to a letter in our August issue in which the naval wife said: "As my husband is in the Navy and the girl he is with is a Wren, they can well afford to keep me and my children."

women who are perfectly well able to get a job and keep themselves but won't because they would sooner parasite on their ex-husbands?

"What about second wives, who didn't even meet their husbands until after the divorce from the first wife, but who are expected to go out to work to help support a woman they have never even met?"

## 'Parasites'

In reply, the Nottingham lady writes: "Why, because you were once married to a man, should you expect him to keep you for the rest of your life? If you handed in your notice or were sacked from a job, you wouldn't expect the firm to keep paying your wages, would you?"

"What about wives who leave their husbands for another man and can still fall back on their husbands for maintenance — and for part of his estate when he dies? What about the

'Observer'

"Maintenance for the children — fair enough. Maintenance for wives who are, in many cases, just lazy and/or greedy — never!"

By way of explanation, the correspondent adds: "No — I'm not divorced, a second wife, or involved with a married man — just an interested observer."

## Grants boost

Grants from the R.N. and R.M. Dependents Fund are to increase by £400 next year.

Aim of the grants is to meet the immediate financial needs of dependants. With inflation eroding the value of the present grant of £1,200, it has been decided that maximum grants should go to £1,600 from August 1 next year.

To support the higher grant, the annual subscription — unchanged at £1.20 since 1967 — goes to £1.80 from the same date.

## Minister drops in

A two-day visit to Portland Naval Base by Navy Minister Mr. Keith Speed included a tour of married quarters. He was invited into the home of PO Michael Gunn, at Westcliff, and spoke to PO Gunn's wife Margaret about quarters and furnishings.

Just lay down your arms!



After the fashion of many a brave Serviceman, Marcus Seward lays down his arms and surrenders to feminine charm. He and another four-year-old, Dorothy Scott, were pictured while taking part in the fancy dress event at an open day held by the Dargets Wood naval children's playgroup at Chatham.

## Bang go the holiday blues

School holiday boredom was being shot down by at least two Royal Naval establishments this summer.

In addition to the traditional families day, H.M.S. Dryad celebrated (if that's the word) the onset of school holidays by instituting a children's day this year.

Thirty children of Service personnel and civilians in Dryad spent the morning in the School of Maritime Operations finding out what dad does all day, and on the assault course and the .22 range.

After lunch in the junior ratings' dining hall, they travelled by bus and boat to H.M.S. Dolphin, where they visited H.M. submarine Sealion.

Meanwhile, children's week in H.M.S. Pembroke provided plenty of fun for young visitors and instructors alike. It was organised for naval children in the Chatham area by recreation officer Lieut. Bob Burley, assisted by members of the PT staff, ship's company, and R.N. Supply School.

## Survival

While some visitors found it fun to make Chelsea buns, others learned what it takes to be a steward, or usefully studied first-aid and survival techniques.

But it wasn't "all work and no play" and there were many leisure attractions, including tennis, squash, shooting, cricket, trampolining, tours round the naval base and trips on the river.

Rounding off the week was a sports afternoon in which children and parents participated.



Kim Jones gets a few hints from Dad, FCPO(OPS)(R) Ed Jones, on the .22 range during H.M.S. Dryad's children's day. And (left) at H.M.S. Pembroke's children's week, 14-year-old Roslynne Culross shows off her Chelsea buns under the watchful eye of PO Wren Sue Lomas.

## Three cheers for Les!

A R.N. chief on loan service with the Royal Brunei Malay Regiment's Flotilla has triple cause to celebrate.

CRS Les Taylor was presented with his LS and GCM by the Flotilla commanding officer (Cdr. Tony Wilks) and has been awarded the Brunei General Service Medal. And his wife Mari — an ex-PO Wren radio supervisor — has presented him with their first child, a daughter.

CRS Taylor runs the Communications Centre in the Flotilla base at Maura, which operates fast patrol boats and river assault craft. His job involves the training of Malay radio operators, in which he is assisted by CY Terry Glazier, also a loan Serviceman.



## Navy News

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Many boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Application should be made as soon as possible for boys of good health and character for entry at age 14 or 15 years.



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# Swordsmen pedal on for the children

It's that time of the year when fund raisers take to the open road and end up either saddle sore or nursing blisters.

These risks were ignored by AB Wilkinson, LMEM Walthall, MEA Clarke, MEM Templeman, POSTD Toms, LSA Pickard and LMEM Halbarer of H.M.S. Broadsword. As the ship left Portland for a visit to Chester they cycled the 250 miles there, raising more than £700 for two schools for handicapped children.

The cyclists were met on arrival by the Lord Mayor of Chester and staff and children from both schools. After a refreshing glass of beer, a video-cassette recorder was presented to Dee Banks School for the Handicapped and a £200 cheque to Hilltop School for educationally sub-normal children.

Later H.M.S. Broadsword held a party for children from Hilltop, which has a special liaison with the ship.

A coast-to-coast 70 mile ride by a team of cyclists from the Maritime Headquarters at Pitreavie to the St Vincent Centre at Langbank, raised over £400 to help renovate a summer house used by the centre for handicapped children.

The centre, which also provides holidays for senior citizens, single parent families and others in need, is run by the Society of St Vincent de Paul and relies entirely on charity for its income.

The team of Service and civilian cyclists was POSTD Niall O'Carroll, Lieut. Bernard Davis, POCK Thomas Murphy, WTR Adrian Griffiths, STD Shaun Carr, WTR Daniel Crampsie, Paul Attard (son of FCPO A. J.



The look of amazement on the face of PO John Marshall speaks for itself as he confronts Mr. Roy Perryman, captain of the Great Britain Nail Throwers team during an unusual darts match in the POs' Mess at H.M.S. Daedalus. The match, which raised £105 for the Guide Dogs for the Blind Association, involved one team throwing conventional darts and the other throwing 6in. nails — a rule Mr. Perryman is obviously ignoring.

Attard), Roddy McRae (son of Lieut.-Cdr. J. McRae), and Richard Belcher (son of CPO Belcher).

Dressed in pirate rig, the ship's company of H.M.S. Cambria, South Wales R.N.R. division, went on a sponsored walk to mark the move of their headquarters to a new sea training centre at Sully in South Glamorgan. Proceeds from the walk will go to aid Sully Hospital, nearest neighbour of the Division.

H.M.S. Caledonia, which has been raising funds to provide aids for mentally handicapped children at Lynebank Hospital, recently provided the hospital with its second Flying Dutchman Mobility aid. Over £600 was raised towards the cost, enabling additional games and aids to be bought for the children.

The children's ward of the R.N. hospital at Plymouth enjoyed an unexpected treat when the commissioning cake to mark the 21st anniversary of H.M.S. Vivid, the R.N.R. headquarters in Plymouth, was presented to the hospital for the children.

JS Andrew Maynard of H.M.S. Dolphin also enjoyed an unexpected birthday treat when he was presented with a bottle of champagne for raising £26, the most collected by an individual for the Soldiers', Sailors' and Airmen's Families Association cash drive at Gosport.

A strawberries and cream tea given by the WRNS Unit of H.M.S. Dolphin raised £50 in aid of autistic children at Anglesey Lodge, Alverstone.



Looking every inch a sailor, young Patrick Karkeek, a patient at Mount Gould hospital school in Plymouth, steals a shy look at the camera during a visit from POSTD Jones of H.M.S. Arethusa. With other members of the POs' Mess he was visiting the hospital to present a £250 cheque to provide toys and games for the children. A total of £500 has been raised by the ship for the hospital in the past year.

Picture: Wren(Phot) Karen Grainger



## TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character. They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

And they must know how to spot the promising recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of over 60 Careers Information Offices. As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.



## Sergeants fix it for Jim!

Members of the Sergeants' Mess, Royal Marines Eastney, "fixed it" for Jimmy Savile's Stoke Mandeville Hospital Appeal by completing a sponsored boat haul. They raised £1,507 by their efforts, and presented a cheque for that amount to Jimmy at the Spinal Injuries Unit on August 2. Pictured at the presentation are (back row, left to right) Sgt. Paul Withey, Sgt. Tug Wilson, Sgt. Mike Alexander, Sgt. Keith Brettell, Michele Walton (daughter of CSgt. Walton), and Sgt. Spike Kelly; and (front) Jackie Rees, former patient Stuart Rees, and Jimmy Savile.

ROYAL NAVY AND ROYAL MARINES CAREERS SERVICE



# Winch way to Blackpool tower?

One of H.M.S. Endurance's two Wasp helicopters carries out a rescue exercise in the shadow of Britain's most famous holiday resort landmark. The Wasp, piloted by Lieut. Andy Healey, was working with the Blackpool and Lytham lifeboats during the

flight's detachment to Blackpool Airport in July.

Two "distressed mariners" were winched out of the water — the flight commander, Lieut.-Cdr. Tony Ellerbeck, and LA(SE) Alan Garner. Crewman in the Wasp was Sub-Lieut. Dave Wells.

# SPEEDY GOES OFF TO WORK

H.M.S. Speedy, the Royal Navy's first hydrofoil and fastest ship, is about to begin intensive operational evaluation with the Fishery Protection Squadron.

The 117-tonne, 43-knot craft which "flies" on water is expected to continue trials in the offshore protection role until spring next year when,

following a maintenance period, she will undergo a series of more detailed technical trials.

In August, with an audience of pressmen on board, she made an impressive public debut, showing off her capabilities by taking high-speed runs and cutting tight circles in the calm waters of the Solent.

## Antelope's vine time

H.M.S. Antelope's first foreign visit since her refit was to Bordeaux, where the ship's company quickly became acquainted with the product of this famous wine-growing area of France.

Many went on guided tours and wine-tasting trips, while others kitted themselves out with tents and surfboards and headed west for the beaches around Arachon.

The ship's company was also invited to an official reception by the Mayor of Bordeaux, M. Chaban-Delmas.

## 'World first'

However, her advanced design is intended to make her operational in waves of up to 12ft., her retractable hydrofoils acting like wings to lift her hull clear of the surface.

Her foul-weather capabilities, as well as her load-carrying capacity and range, will be taken into account when Service chiefs decide on the future of such craft in the Royal Navy. But speed and manoeuvrability are clearly the hydrofoil's most attractive features.

Besides fishery and oil rig protection, the roles foreseen for this new-concept warship — the first jetfoil design to enter service

with any navy — include fast patrol boat and anti-submarine work.

During the first three months of her operational trials the Speedy will work in as many fisheries and with as many different types of fishing vessels as possible; she will use many ports of call and operate with other naval ships and Service aircraft.

## £7½m. cost

For the following three months she will operate in the roles to which her initial trials will have found her to be most suited. At the end of that time an overall assessment will be made.

H.M.S. Speedy, built by Boeing in Seattle at a cost of £6 million and fitted out

by Vosper Thornycroft at a further cost of £1½ million, was commissioned in June.

Her design is based on the jetfoils in use as cross-Channel ferries, but for military purposes she is fitted with a different superstructure and her two gas turbines are supplemented by diesel engines which could boost her range to 1,500 miles.

Her computerised navigation system installed by Vosper allows immediate analysis of heading and speed.

Vosper's fitting-out also included the communications system, extension of the heating and ventilation system, fresh-water plumbing, a boat handling system for the vessel's two seaboats, the provision of standard equipment, and accommodation for the four officers and 13 ratings.



Picture: LA(Phot) Darby Allen.

## Rothsay key ship in search for helo

While taking part in exercises off Portland, H.M.S. Rothsay's newly-fitted electronic equipment was tested to the full when she was called on to co-ordinate the search for a Royal Navy Wessex helicopter which had crashed into the sea with the loss of three lives.

The frigate was recommissioned on May 30 following a 2½-year refit at Chatham. Principal guest was the Countess of Selkirk — who had launched the ship in 1957 — accompanied by Lord Selkirk. Also present was the Flag Officer Medway, Rear-Admiral C. B. Williams and Mrs. Williams.

The cake-cutting was performed by JMEM John Flint, the youngest member of the ship's company, and Miss Debbie Wilson, daughter of the Rothsay's commanding officer, Cdr. Gordon Wilson.

## DRY DOCK

Following a short spell in dry dock to iron out a shaft problem, trials were concluded successfully and the ship returned to Chatham for an assisted maintenance period and leave.

On July 10 she was visited by Rear-Admiral J. C. Kennon, Chief Naval Supply and Secretariat Officer and Port Admiral Rosyth. Eleven days later it was the turn of Flag Officer First Flotilla, Rear-Admiral D. C. Jenkins, to pay a call.

## C-in-C. rider

Admiral Sir James Eberle, Commander-in-Chief Fleet, took the helm of a fast Searider craft during his three-day visit to naval ships, personnel and families in Hong Kong.

## Cheers, Ajax!

H.M.S. Ajax won the traditional tug-of-war competition against a team from Carlsberg Brewery during the ship's visit to Copenhagen. The brewery is a popular run ashore for British warships visiting the Danish port.

**Stirred  
but not  
shaken!**



VT2 P234, the Royal Navy's largest hovercraft, operates close to an underwater explosion in a trial that would have seriously damaged a conventional displacement vessel of comparable size.

Normally, only unmanned craft destined for scrap would be exposed to underwater explosions of this intensity.

The crew reported only a slight bump under their feet, and the craft returned to her base at the R.N. Hovercraft Trials Unit at Lee-on-Solent with all

systems working.

The VT2, designed and built by Vosper Thornycroft, is being evaluated by the Navy. Her air cushion makes her particularly suitable for mine countermeasures work.

P234 is now back at her builders' shipyard at Portchester for refit and modifications, including the installation of a hydraulic crane and enlarged roof hatch to enable her to operate in an MCM support role.

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# GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## Jenny's title gets them in a twist!

Jenny "Wren" is a bit of an embarrassment in the Service — not, one must hasten to add, by her presence, but because in official references to lady sailors, there is apparently a tendency to get knickers in a twist.

An official announcement points out that the terms Wrens and WRNS are often used incorrectly (for example WRN ratings, Wren officer, Leading WRNS — or worst of all, "Wren").

The Admiralty has decided to set matters to right with the following directive—

"The correct abbreviation for the Women's Royal Naval Service is WRNS. The letters WRNS may be used both as a collective noun and as an adjective (for example WRNS officer, WRNS quarters, and the WRNS).

"The term 'Wren' should only be used as a noun, when referring to a rating member of the WRNS (for example petty officer Wren). The official designation of a member of the WRNS is either WRNS officer or WRNS rating.

### NO SUCH RATE

"There is no such rate as CPO Wren or FCPO Wren, Chief Wren and Fleet Chief Wren being the correct titles."

After thoroughly digesting the above authoritative explanation, it might be unwise to give Jenny a ring and inquire, "Are you a noun tonight — or just an adjective?"

She might reply that as far as you are concerned, she doesn't give a dicky-bird.

DCI (RN) 434



"She should be so lucky!"

### ☆ Court orders

When in accordance with the new regulation, a rating is given permission to make his own financial arrangements to meet a court order for family maintenance, such private arrangement must be outside the naval allotment scheme.

DCI (RN) 348

### ☆ New rig

Stocks of the new ready-made white drill bush jackets are now sufficient for the garments to be brought into general use for all R.N. officers.

DCI (RN) 358

### ☆ Badges

Arrangements are being made for the issue of the new range of category badges for wear by clerical and quarters assistants of the Queen Alexandra Royal Naval Nursing Service.

DCI (RN) 367

### ☆ Masterly . . .

By arrangement with the University of Cambridge, Service officers are to have the opportunity of undertaking a course in international relations leading to the degree of Master of Philosophy.

DCI (RN) J 416

## First of June Appeal success

A "welcome increase in the number of covenants made and in the amount of money collected" resulted from the 1979 First of June Appeal for Royal Navy and Royal Marine Officers' Charities.

The total amount received was £18,526 (this includes the income tax recovered from deeds of covenant and income

from invested funds). The committee decided to allocate £1,700 for further investment and to distribute £16,747 to 13 charities.

The 1980 appeal is being launched by letters to commanding officers accompanied by subscription lists and covenant forms.

DCI (RN) 463

### ☆ Heart tests

All Royal Navy pilots, observers and aircrewmen are to have periodic electrocardiographic examination, in line with the current United Kingdom military and civil practice.

The official announcement sets out the ages at which the examinations will be required, and explains that significant abnormalities will be referred to a Service medical specialist for full evaluation.

DCI (RN) 418

### ☆ Despatches

In recognition of meritorious service in Northern Ireland, the MBE has been awarded to Capt. Richard Peter Williams, R.M., and the BEM to CSgt. David Alan Chisnall, R.M.

Mentions in Despatches go to the following members of the Corps: Sgt. Alan William Bell, WO1 John Robert French, Cpls. Barry Michael Gill, John Gilbert McLeman and Anthony David Quin, and Capt. Robert Mark Rundle.

The Queen's Commendation for Valuable Service in the Air has been awarded to Lieut. Christopher John Nunn, R.M.

DCI (RN) 421

### ☆ New prices

Revised prices are announced for clothing, tobacco and cigarettes. At the same time, the rates of Kit Upkeep Allowance and Clothing Gratuity on advancement to petty officer have been recalculated.

A review of grants for special items for female personnel, and of the element for tights in KUA, has not yet been completed, but the current grants have been included in the announcement for the convenience of supply staff. Revised amounts will be announced separately.

DCI (RN) 431

### ☆ Prizes

The 1979 Henry Leigh Carlsake Prize for observers has been awarded to Lieut.-Cdr. T. J. I. Howard-Jones and Lieut.-Cdr. A. A. Suggitt.

The Herbert Lott Naval Trust Fund Prize for pilots goes to Lieut.-Cdr. P. B. Rover.

DCI (RN) 447

### ☆ Eldridge Prize

Surg. Lieut.-Cdr. J. Hiles has gained the 1979 Erroll Eldridge Prize for his work on alcoholism in the Navy.

DCI (RN) 467

## New choice for the 'S' voters

To meet criticism of Service electoral registration arrangements, new legislation is coming into force enabling wives of Service men and husbands of Service women to register as civilian electors when residing in the United Kingdom.



"He wasn't very keen on signing my application for an award, though!"

### ☆ Ideas men

Seventy-seven Service personnel were among those who gained awards under the Ministry of Defence scheme for "fresh ideas which will improve efficiency or effectiveness or save the department money."

There is little restriction on the subject matter and no limit to the amount of award which can be given. All awards are paid free of tax.

Among the substantial awards, Royal Navy successes were: CPO A. W. Matthews, H.M.S. Cleopatra, Lieut.-Cdr. R. F. Saunders, H.M.S. Daedalus and Cdr. C. F. M. Walker, H.M.S. Bristol (£150 each).

DCI (RN) J 399

They will fill in the electoral registration forms which will be distributed to householders in the autumn.

They may, if they prefer, continue to be registered as Service voters, but if they are resident in the U.K. must in future be registered one way or the other.

Spouses who wish to vote while living overseas can, however, register only as Service voters and should do so if they wish to take advantage of the special voting arrangements made for them.

### PROXY VOTE

Civilian electors may only register from an address in the U.K., but if they go overseas they may appoint a proxy to vote for them during the remaining life of the annual register. They cannot re-register as civilian electors while abroad.

It is possible to change from Service to civilian registration and vice-versa as desired, the change becoming effective on the next annual register of electors.

### NO STATUS LOSS

The official explanation points out that "It is worth remembering that Service registration in no way represents a loss of civilian status. It avoids the need for annual registration and ensures the right to vote when living overseas and when moving home either within or outside the U.K."

The requirement for Service registration forms to be countersigned now ceases, and the "S" marking previously denoting Service voters on electoral registers has also been dropped.

Changes should come into effect this year in time for the 1981 electoral register.

DCI (RN) J 456

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Address .....

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# PEOPLE IN THE NEWS

## Gathering of the Stewarts . . .

Most popular name in H.M.S. Camperdown, Sea Training Centre for Tay Division R.N.R. in Dundee, is STEWART! Of 140 R.N.R. and W.R.N.R. and 40 R.M.R., they can muster ten Stewarts on drill night. They include Lieuts. RODERICK and IAN Stewart, Colour Sgt. COLIN Stewart, WRO1

SHEENA Stewart, Wren(DG) FIONA Stewart, WRO2 LIZ Stewart, WRO2 ANNE Stewart, WRO1 AUDREY Stewart, MEM(M)2 ANDREW Stewart, and WEM(O) EDWARD Stewart. ● If anyone in Fife or Tayside wants to join the R.N.R. at Dundee, being a Stewart is not compulsory!

## Wardroom's first lady



Grandmother Mrs. OLIVE MACDONALD is claimed to be the first woman hall porter and receptionist in the Royal Navy. Pictured with Lieut.-Cdr. JOHN HUNT at the desk in H.M.S. Cochrane's wardroom, Mrs. MacDonald was a cleaner in the building for five years before the hall porter post

became available. She is wearing a specially designed uniform.

"Her presence in the mess makes the place much more a home than it used to be, particularly for those of us who live in," commented one officer.

## Bargaining on home advantage



Sub-Lieut. JUSTIN HUGHES was born in Kenya 20 years ago, so his visit to Mombasa in H.M.S. Coventry was something of a homecoming. The Coventry is on group deployment to the Far East. It was Justin's first visit since he left Africa in 1963. Although his home is now in Reigate, local knowledge helped him strike a good bargain with traders at Mbaraki, where the Coventry was berthed.

## Stan, the radio man!

"YJ8SR calling the world . . ." The SR stands for Capt. STAN RIDGWAY, one of 200 officers and men of 42 Commando Royal Marines keeping the peace on the islands of the New Hebrides in the South Pacific.

Stan, a radio "ham," borrowed a Service-Issue Clansman PRC320 and set it up under the palm trees on the island of Efate, where the Marines have a camp overlooking the bay at Port Villa, the main town. He was soon in contact with other "hams" all around the Pacific, from Japan to the United States, and eventually to Europe and Britain.

Stan, the regimental signals officer, uses the call-sign G3TZQ in Britain.



## Filled with pride?



Surgeon Lieut.-Cdr. (D) GEOFFREY MYERS has received the first of the triennial awards from the Harvey-Fletcher Prize Trust Fund, which are made only to dental officers who have advanced dental sciences or enhanced the reputation of the Naval Dental Services.

Surgeon Lieut.-Cdr. Myers, at present serving in the Naval Dental Clinic, London, received an inscribed medal and a cheque for £100 from the retiring Director of Naval Dental Services, Surgeon Rear-Admiral (D) BRIAN ROGERS.

The trust fund commemorates two distinguished officers, Fleet Surgeon Christopher Harvey, who studied the dental condition of sailors at Sheerness Barracks in 1885 and called for the need for qualified dentists in naval hospitals, and Surgeon Rear-Admiral (D) Edward Fletcher, who from the formation of the permanent list of R.N. dental officers in 1920, headed the list and developed the Naval Dental Services for the next 26 years.

## Brother-in-Law!



When Sub-Lieut. DUNCAN SIMMONDS, of H.M.S. Dryad, had two days free at the end of a course to organize a liaison visit to one of the other uniformed services it gave him the chance to congratulate his brother, DOUGLAS, on his promotion to sergeant in the Sussex Police.

Douglas is attached to the force's Marine Section and welcomed his brother aboard its launch, the Norfolk, on the first day. Sub-Lieut. Simmonds spent the second day at the force's headquarters in Lewes learning about the admin. side of the section.

As well as his "brother in Law," Duncan has a brother-in-law in naval uniform — KEITH STONE, a chief yeoman serving at Mount Wise, Plymouth.

After a combined total of 36 years in the Royal Navy, brothers Lieut.-Cdr. BRINSLEY (right) and Lieut. MICHAEL SHERIDAN met on duty for the first time in their careers when both were appointed to Rosyth naval base. Brinsley is accommodation officer in H.M.S. Cochrane, and Michael is the first uniformed officer to work in the Principal Supply and Transport Oils and Fuels department in the dockyard. The first either knew of the proximity of their jobs was when they met, by chance, in the wardroom of H.M.S. Cochrane.



## Well received idea

Sub-Lieut. RICHARD SPALDING demonstrates his automatic morse code receiver at the South Devon College Microprocessor Exhibition in Torquay. Richard constructed the receiver, which is capable of receiving morse code and converting it to a type-written message, as his third year project on the electrical engineering degree course at Manadon, the Royal Naval Engineering College.

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"Clearing up after Navy Days is rougher than helping out after hurricanes!"

## NEWSVIEW

### Hope for the dockyards' way ahead

Generations of sailors have held their various views — and sometimes expressed them — on their association with dockyards. Few would accuse the yards of providing the most glamorous aspect of naval life.

Some, however, may find more than a passing interest in the newly-published consultative document "A framework for the future," based on a searching study into the Royal dockyards. It is a report which does not seek to minimise the complexities or current problems of running yards for a high-technology Navy and it offers remedies, none of which it pretends to be instant.

The proposals involve fundamental changes in attitudes from all concerned — something which will not be easy, says the report. Radical action is needed "to resolve the deep-seated causes of the cycle of declining capacity and loss of morale in which the dockyards are at present trapped." Only in this way would it be possible to restore to the nation an effective capability to support the Fleet.

#### Late changes

Reference is made to "the difficulty of applying Civil Service rules to management of a major industrial organization, to which they are not well suited."

This point is also made, "We do not question the need to up-date the capability of the Fleet in the face of the remorselessly growing Russian threat. We are concerned, however, at the growth in the injection of alterations and additions in refit work packages and in particular at the proportion of such changes that have to be added at a late stage."

There is affirmation of the continuing need for four home yards, although employment levels in each will depend on success in improving efficiency. The wide-ranging proposals — yet to be approved — include streamlined management with more opportunity to manage and greater accountability; changes in funding arrangements; and the chance for yards to have local productivity schemes and geographical supplements to pay.

Envisaged are yards operating as thrusting firms within the Civil Service, competing with each other — and with commercial yards. And to the efficient would go more work, jobs and investment.

With prospect of change in the coming years, it all adds up to a vast challenge for the yards and the hope — echoed by Navy "customers" — that they will be able to respond.

# STRANGLERED—BY RED TAPE

The "inertia of a swollen bureaucracy and strangling of initiative" are among the strong words used by Capt. John Moore, R.N., editor of "Jane's Fighting Ships," in his "state of the Western navies" pronouncement in the latest edition of the famous reference book.

Dealing with the North Atlantic Treaty Organisation he declares that the political organisation in Washington effectively slows down the naval procurement process already clogged by bureaucratic procedures, and that events have shown that the U.S.A. has shown the lack of ability to outpace blackmail, whether in dealing with an undisciplined mob or the world's other super-power.

Capt. Moore points to the other method of running armed forces by dealing with the 25 years that Admiral of the Fleet of the Soviet Union Gorshkov has been boss of the Russian naval force and development.

This continuity of command enabled a steady progression in Soviet capability while the West's administration by committee denied the forces those swift decisions and cohesion of design which were becoming increasingly necessary.

"The very fact of democracy was debilitating its own security," says Capt. Moore inferring, without actually saying so, that about the only hope for NATO is a few dictatorships.

Perhaps his belief for the future may lie to some extent in "The Iron Lady," because he is disparaging about "the previous British Government which succeeded in diminishing the Royal Navy in everything except professionalism."

"Ships were paid off before due time," he says, "and those manning the Fleet were

### Bureaucracy is hampering West says Jane's editor

seriously underpaid. The result was a considerable loss of trained manpower to industry and an erosion of morale while insufficient new ships were ordered.

"The Fleet on which the United Kingdom depends has been cut to well below the necessary minimum to meet its own peacetime needs and the true requirements of NATO."

"Action is in hand to remedy part of the situation, but it will take a long time to grind through the welter of committees and 'docket action'."

Since the apparently obvious solution to the West's defence problems is but an academic discourse, Captain Moore says that there can be no conclusions from his summing up, except of course an underlying optimism.

He concludes: "The politicians bear a heavy responsibility in eradicating waste and inefficiency, and in appreciating the need for a total collaboration between uniformed and civilian staff and fully employed shipyards."

"Their decisions, if wisely taken, could strengthen our hopes of peace. Prevarication and indecision can only lead to their own failure at the conference table and the resultant collapse of the deterrence of war."

In another standard reference book, "Jane's Weapon Systems," the 1980-81 edition has a commentary by Capt. Roger Villar, R.N., who offers the view that NATO's 30-year-old defensive philosophy needs a change towards a more aggressive look for its navies and their ships.

Capt. Villar's commentary was written before the announcement that the Royal Navy is to replace the Polaris missile system with the more powerful Trident.

He says that the overseas commitments of the Royal Navy have disappeared almost entirely, and the whole fleet is declared to NATO.

#### Excellent

"Despite its reduced size, however, it makes a strong contribution to NATO's Atlantic forces with some 65 escorts allocated compared with America's 90," says Capt. Villar.

"It has a fine technology and excellent weapons although many of them are still in the development stage."

The Sea Harrier will have the Sea Eagle stand-off anti-ship missile, but not for a few years yet. The Harpoon anti-ship missile is just being fitted to the R.N. fleet of 11 nuclear attack submarines. The helicopter-launched Sea Skua anti-ship missile will not be available until 1981.

Meanwhile the only dedicated anti-ship surface-launched missile is the 40-kilometre Exocet, "though this has a good weapon capability for the money which has been available."

While seeing the beginnings of an offensive capability, Capt. Villar says that the Royal Navy's problems lie in having been designed for the defensive stance of NATO.

He directs criticism at the lack of amphibious assault capability, observing that of the two R.N. dock landing ships, one is in reserve and the other used for training.

#### Expensive

Its two main future classes of escort are the Type 42 destroyer fitted with the Sea Dart air defence missile system but nothing more offensive than a single 4.5in. gun and the light helicopter-launched Sea Skua anti-ship missile; and the Type 22 destroyer with only four Exocet missiles and Sea Skua, although armed with effective anti-missile missile defences with the Sea Wolf system.

Concludes Capt. Villar: "The defensive role is an expensive one which demands complex weapons and large ships in which to fit them in sufficient numbers. The offensive role is cheaper and fits today's post-Afghanistan mood."

★ "Jane's Fighting Ships" and "Jane's Weapon Systems" are published by Jane's Yearbooks at £40 each.



H.M.S. Invincible — one major contribution by Britain to NATO. Picture D. J. Houghton



# ORDER FROM CHAOS



No time to be lost as emergency accommodation carried by Glasgow and flown in by outside agencies is erected on a hillside.



Bananas were not left out of the Glasgow's salvage operation. About 90 per cent. of St Lucia's crop was ruined.

● Continued from Page One

Diverted to St Lucia on her way home from a spell of duty as Belize guardship, the Glasgow found a scene of chaos. Winds of up to 170 miles an hour had devastated the island, killing and injuring many inhabitants, destroying vital services and severely damaging homes and crops.

Many of the injured were in remote areas. Roads were blocked, power supplies and communications wrecked and buildings demolished.

Over the next five days Glasgow sailors, helped by the ship's Lynx helicopters, treated more than 300 casualties and evacuated the severe cases to hospital. Work started to restore the island to normal life.

Teams from the destroyer helped marshal emergency supplies and take them where they



H.M.S. Glasgow alongside at St Lucia. The twisted, devastated building tells the story of Hurricane Allen. Pictures by H.M.S. Glasgow photographer.

were most needed. Power, water and hospital services were restored and crop damage was surveyed.

The ship's company worked from dawn to dusk and the helicopter flew during all daylight hours.

## Flag honour

When the Glasgow finally sailed, having completed her emergency rescue service, the Prime Minister, Mr. Allan Lovisy, requested that the ship be permitted to fly the St Lucia flag on special occasions as a mark of honour for her work.

On Cayman Brac, the Scylla's main job was to help re-establish power and communications. The frigate also made a dash to the Grand Cayman Island to pick up relief supplies.

She reported that her work went smoothly except on one occasion when the re-establishment of communications had to cease while the local crane driver undertook his duties as a preacher!

● The Glasgow conducted successful firings of her Sea Dart missile system against a pilotless target aircraft off Roosevelt Roads, Puerto Rico on her way to Belize.

During a ten-day visit to Fort Lauderdale, Florida, members of the ship's company donated 50 pints of blood to the local transfusion service — about a quarter of the county's daily requirement.

Her visit to Belize City included a jungle expedition and training for the ship's internal security platoon, a concert and a diving expedition to the Joint Services Training Centre at St George's Caye.

## Sabre awaits refit decision

H.M.S. Sabre was towed to Portland by tug at the end of July after a collision in fog with an Alderney breakwater.

The fast training boat was due for a refit in October. In view of the damage suffered, various options are being considered for her refit and repair, but no decision has yet been made.

On July 21, the vessel was presented with her own sabre — a weapon with a fascinating history linked with the Sabre's predecessor 40 years ago.

### DUNKIRK

It was presented to the ship by Capt. A. L. Hindle, Royal Artillery, who as a bombardier was evacuated from Dunkirk by the destroyer Sabre after "winning" the weapon from a riderless German horse in battle during the British withdrawal.

He kept his trophy during the remainder of his service career and before retiring and emigrating to Australia decided to present it to the Sabre in gratitude to the previous ship. The sabre was received by the vessel's commanding officer, Lieut. William Andrew. Also present at the ceremony were the Senior Officer First Fast Training Boat Squadron, Lieut.-Cdr. Brian Westlake, and cadets from T.S. Albion, the Sabre's affiliated Sea Cadet unit.

## RUMEMBRANCE DAY!



Traditions die hard... the tenth anniversary of the stoppage of the Tot on August 1, 1970, was celebrated in style by the senior ratings at H.M.S. Rooke, Gibraltar. Surrounded by a full supporting cast in appropriate rig, the commanding officer of H.M.S. Rooke (Cdr. Tony Harris) keeps a close eye on the measure.

Picture: LA(Phot) Colin Morgan.

## OBITUARY

P. A. Tucker, REM(A)1. R.N. air station Yeovilton, July 29.  
A. P. Martell, Art. App. H.M.S. Fiscard, July 30.  
G. J. Crockett, WEM(R)2. H.M.S. Apollo, August 9.  
A. J. Wright, JS(O)2. H.M.S. Battleaxe, August 14.

R. C. Fluker, Lieut.-Cdr., R.N. (Retd.), Ex-Fleet Air Arm. At Coryton, South Devon, aged 54.  
N. Brailsford, Vice-chairman Scunthorpe branch R.N.A., aged 70.

D. Hargreaves, Ex-AB, aged 49. Member of Leicestershire SOCA.  
W. Kibbey, Ex-Chief Stn. Member Merseyside SOCA. Won DSM in H.M.S. Graph.

D. Mercer, Ex-Ldg. Stn. Member Merseyside SOCA. Died in New Zealand.

K. Muldowney, Ex-CMEM. Aged 42. Served 22 years. Last ship H.M.S. Sabre, then H.M.S. Sultan. Member Harworth R.N.A.  
E. Devine, Ex-CPO. H.M.S. Repulse survivor. July 25, aged 63.

## All the nice bears love a sailor . . .

A polar bear with an eye for a sailor caused a few apprehensive moments among members of a Joint Services Expedition in the Canadian Arctic.

Being among the most ferocious of wild animals, the bear was a none too welcome gatecrasher in the proceedings of the exped. team studying the flora and fauna of Princess Marie Bay, Ellesmere Island.

Mama Bear and Little Bear followed expedition leader CPO Steve Williams and another member of the team for a nerve-racking half-day. They wisely assumed that their furry companion was not following them to give out friendly hugs, as is the wont of many females in foreign ports of call.

They managed to keep out of reach, believing discretion to be the better part of togetherness.

### ESKIMO

But not all the animals studied by the team posed such a threat: observations were made, in constant daylight, of Eskimo habitation, birds, plants and mammals — including Arctic hare, fox, ermine and musk ox.

The expedition, due back in Britain at the end of August, often worked from 0630 to 2300 to gather their data.

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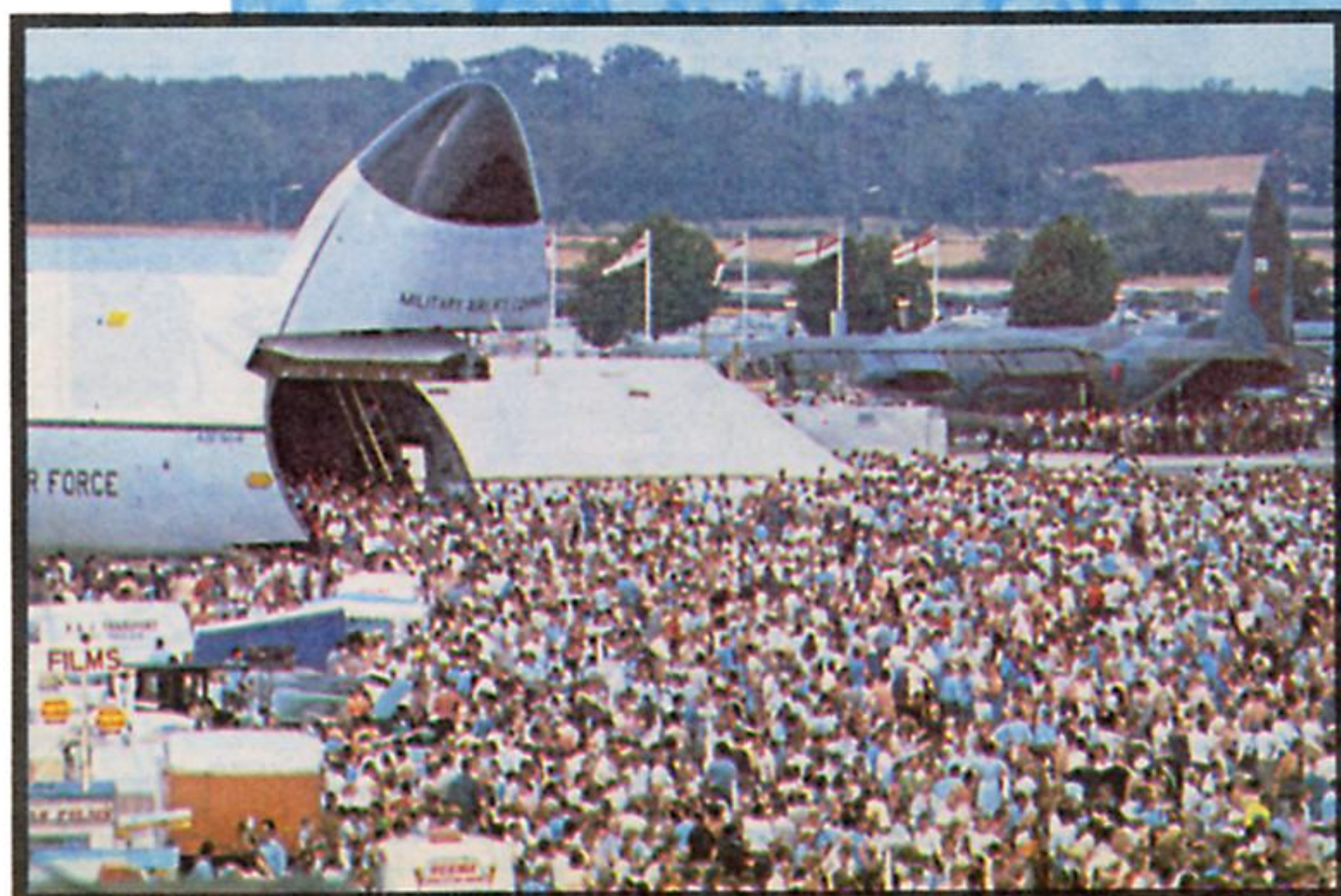




Point duty — with Sea Harriers as the traffic at Yeovilton's 40th Air Day.



ABOVE: Linda Brown had a high time when she hung around one of the hangar displays which showed off the winching capabilities of a Search and Rescue Wessex. BELOW (and background picture): A monster attraction — the huge jaws of a U.S. Galaxy transport which seem to be swallowing the crowds.



# THE SKY'S THE LIMIT AT YEOVILTON

They don't do things by halves in the Fleet Air Arm. When they put on a show for the public, it becomes a spectacle — an occasion to wheel out the superlatives alongside the aircraft.

But overworked adjectives like biggest, smallest, newest, first, most and best would have met with not a murmur of dissent from the 36,000 spectators who thronged into the Royal Naval air

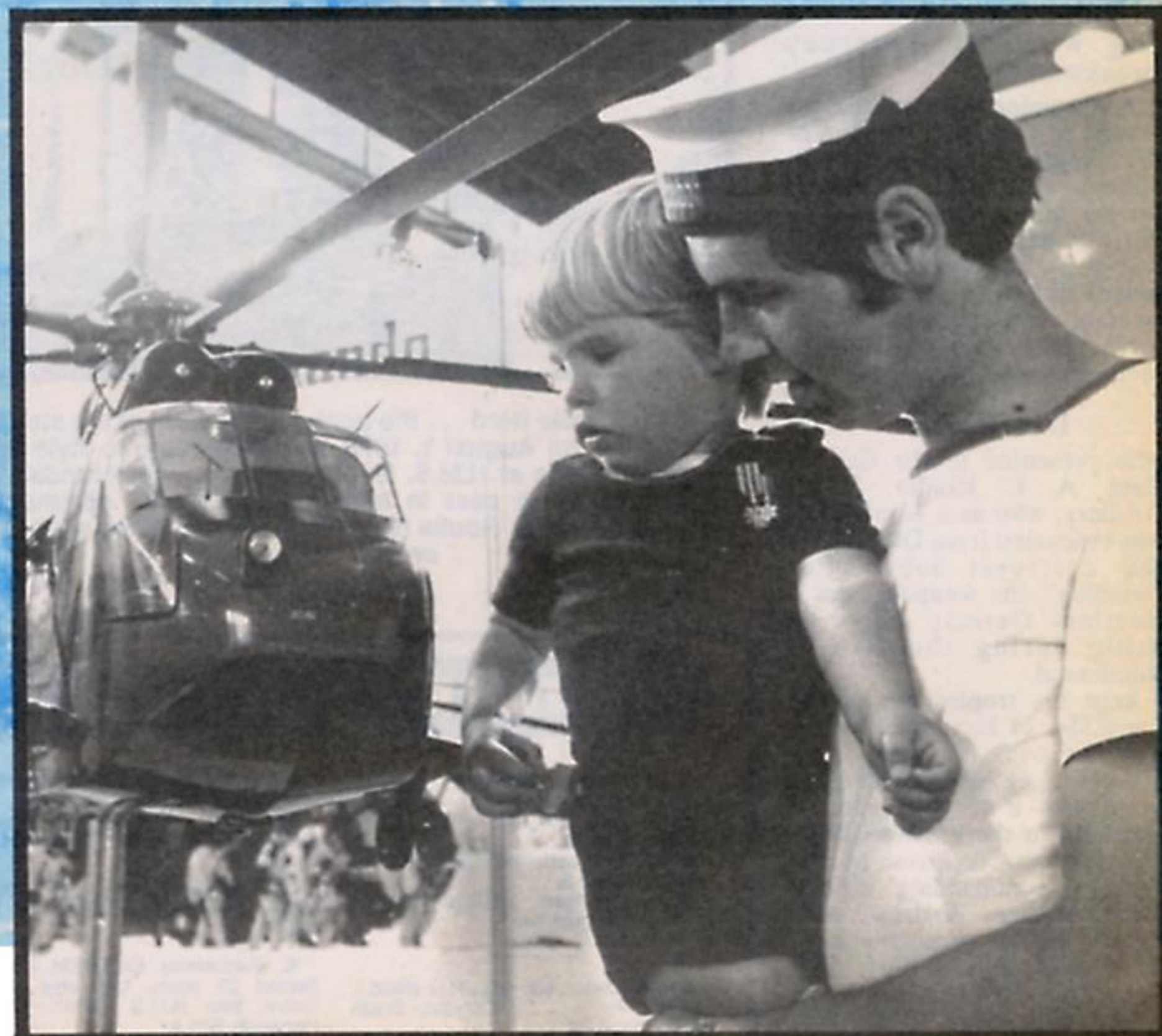
station at Yeovilton on August 2.

A year of organisation and several days of hectic activity had lined up a vast range of aircraft to thrill the public at the station's 40th Air Day — from the world's largest, the C5 Galaxy of United States Military Aircraft Command, to Ken Wallis's one-man Autogyro, star of the James Bond film, "You Only Live Twice."

The new, a Lynx helicopter of

702 Squadron, of the Swordfish of Historic Flight. Of all — eight Sea King and 899 Naval Air Force — flew in formation display for the

As the day lived up to its "international" billing, enthusiasts delighted in recognising the aircraft on show



Dad explains how it all works to a youngster with all eyes for a model of a Sea King helicopter.



# E LIMIT LTON

overflowed the old, of H.M.S. Heron's. And the newest Harriers of 800 Air Squadrons — on at a public first time.

ed up to its billing, ghted in many foreign with names such

as Storch, Freedom Fighter, Yak and Saab Draken.

And as if all that wasn't exciting enough, 845 and 846 Naval Air Squadrons provided some fireworks with their realistic Commando assault.

Away from the runways, exhibitions, stalls and sideshows vied for the public's attention. From the wide-eyed youngster to the dyed-in-the-wool old-timer, it was almost

too much to take in.

It was a challenge, too, for the men and women behind the scenes. For Air Traffic Control, for example, 250 air movements crammed into a few hours was a particular headache handled with customary efficiency.

The result of this activity and excitement provided the perfect antidote ... 36,000 people went home happy, and naval charities are the richer by £15,000.



Cockpit-eye view from a helicopter as it banks over the display.



One of the tasty aspects of the Air Day being savoured by a young visitor dressed for the occasion.



Reflections on the show from NA Ian Hutchinson, standing by to extinguish trouble.



Eight Sea Harriers fly in tight formation — the first such performance seen at an air display.



## NAVY NEWS IN BRIEF

SEA GIANT  
STEAMS OUT  
OF SERVICE

The last steam-powered tug in Ministry of Defence service, R.M.A.S. Sea Giant, has been put up for disposal after 25 years of work with the Royal Navy.

She berthed in Portland Harbour for the last time on July 4 with families of past and present crewmen on board. There to meet her were Flag Officer Sea Training, Rear-Admiral A. J. Whetstone, and Capt. L. W. H. Taylor, R.N. (ret.), Director of Marine Services, Ministry of Defence.

One of a class of three vessels, the 850-ton Sea Giant was accepted for service in 1955. Her sister ships paid off several years ago.

Among the maritime emergencies in which she assisted were those of the Torrey Canyon, the Pacific Glory and the Christos Betos. Her likely fate is that she will be sold to a commercial concern where she will continue her towing work.

H.M.S. Superb was visited in the new Submarine Refit Complex at Devonport by the Mayor and councillors of Stafford, her affiliated town. A party from the nuclear submarine visited Stafford in June.

Cdr. Bob Archer, R.N. (ret.), who served in the last Diomedes, visited the present H.M.S. Diomedes at Portsmouth with a party of boys from the school at which he now teaches — Northam Prep School, West Tytherley, near Salisbury. The elder son of the commanding

officer of the Diomedes, Capt. A. J. Dunn, is also on the teaching staff at the school.

New accommodation for the Southend Communications Training Centre of the R.N.R. has been opened in Shoeburyness by the Flag Officer Medway, Rear-Admiral Charles Williams. The centre is shared with the Southend branch of the Royal Naval Auxiliary Service.

An architectural competition is being launched for the design of a new £1 million home for the Naval Gunners College in H.M.S. Cambridge, Wembury. Minister of the Environment, Mr. Michael Heseltine, announced the competition for the college design and two other non-naval projects at a conference of the Royal Institute of British Architects in Newcastle.

A cake was baked to mark the 1,000th task by the Naval Air Training Installation Unit at H.M.S. Daedalus. The celebration was attended by the Captain of Daedalus, Capt. Arthur Wheeler, who congratulated the officer in charge of NATU, Cdr. Henry Leves. The unit, formed in 1945, carries out the first installation of equipment into naval aircraft.



A far cry from restaurants of the same name back home... members of H.M.S. Antrim ship's company on a sight-seeing tour visit the Karachi Shalimar Garden.

Action stations  
to the Orient

Long periods at sea have certainly not meant lack of exercise for ships of the Royal Navy's Far East deployment group. Apart from calling at a number of ports, ships have been exercising with Allied and friendly navies all along the route to the Orient.

The group comprises the guided missile destroyers H.M. ships Antrim and Coventry, the frigates H.M. ships Galatea, Alacrity and Naiad and the Royal Fleet Auxiliaries Stromness, Blue Rover, Olwen and Resource. The group is commanded by Rear-Admiral Conrad Jenkin (Flag Officer First Flotilla).

After the Suez Canal passage, exercises took place with French ships and involved French tactical aircraft and simulated long-range missile firings.

Later, after leaving East African ports, ships of the group exercised with the Sultan of Oman's Air Force and Navy — the latter including a squadron of fast patrol boats under the command of Commodore Harry Mucklow, a Royal Navy officer seconded as Commander of the Sultan's Navy.

## JAGUARS

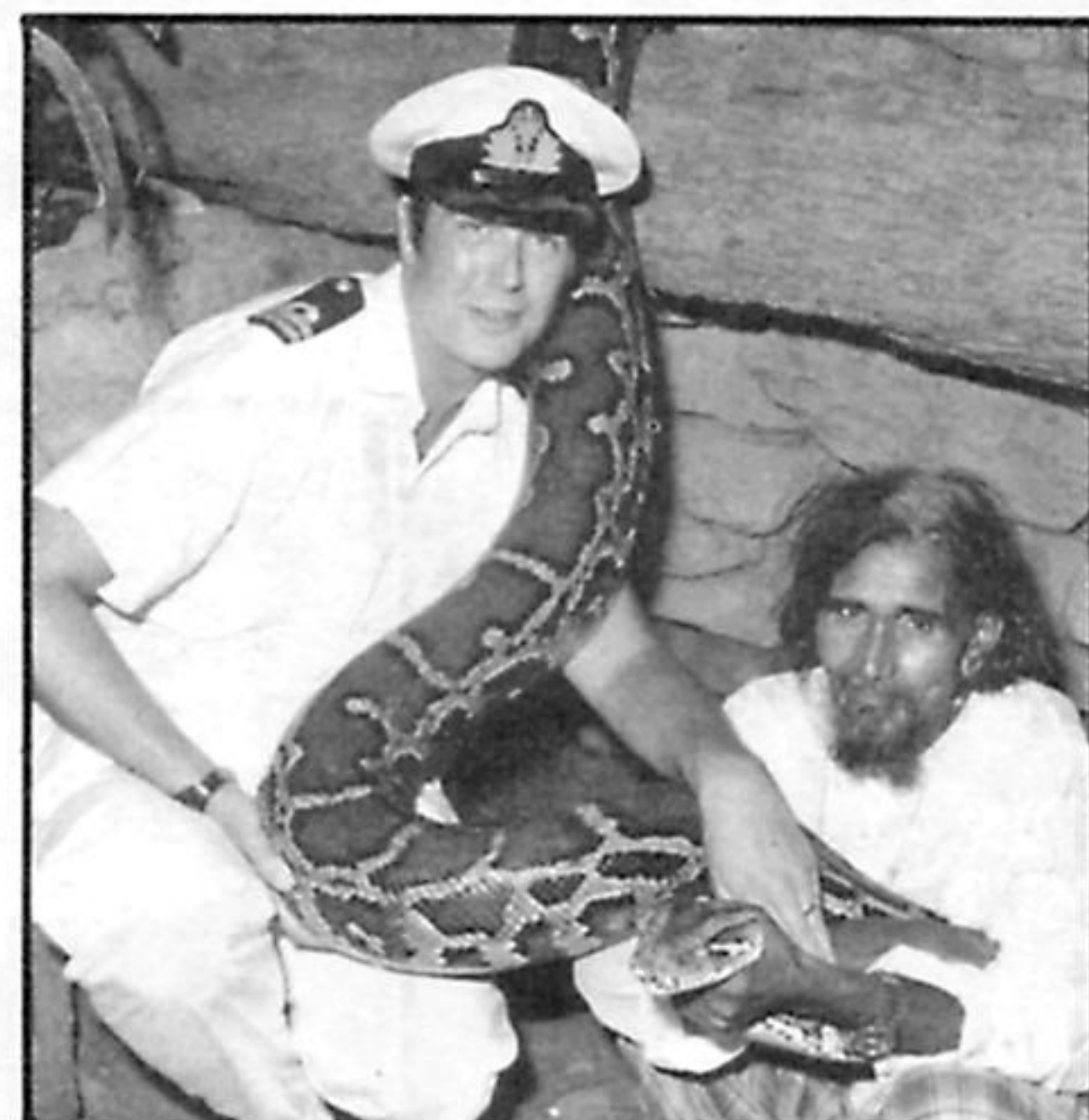
British-built Jaguars and Hunter aircraft made repeated simulated attacks by day and the fast patrol boats were involved at night.

Royal Navy Sea King, Wessex, Lynx and Wasp helicopters were deployed to locate and identify "enemy" vessels and the exercise gave the R.N. valuable practice in defence against missile-armed coastal forces.

This activity was followed by exercises with the United States Navy in the Indian Ocean, involving joint attack and air defence and cross-operating of aircraft, communication and weapons systems.

The American warships, under the command of Rear-Admiral R. B. Fuller U.S.N., included the strike carriers U.S.S. Dwight D. Eisenhower and U.S.S. Constellation.

After a visit to Karachi, Pakistan, the group trained with Pakistani naval units and took



Lieut. Chris Painter, captain's secretary in H.M.S. Antrim, gets to grips with one of Karachi's more slippery inhabitants — a 20ft. (and still not fully-grown) Pakistan python.

part in further exercises with ships and aircraft of the U.S. Navy.

Visits to Singapore and Hong Kong are followed in September by a call at Shanghai for the Antrim, Coventry and Alacrity — the first British warships to visit the Republic of China for 30 years.

By the time the ships return to

the United Kingdom in December they will have steamed about 25,000 miles

The homecoming will be particularly pleasant for one man in the Antrim — the winner of the ship's lottery. The ticket will be drawn on the homeward passage and he will find a new car waiting for him on the quayside.

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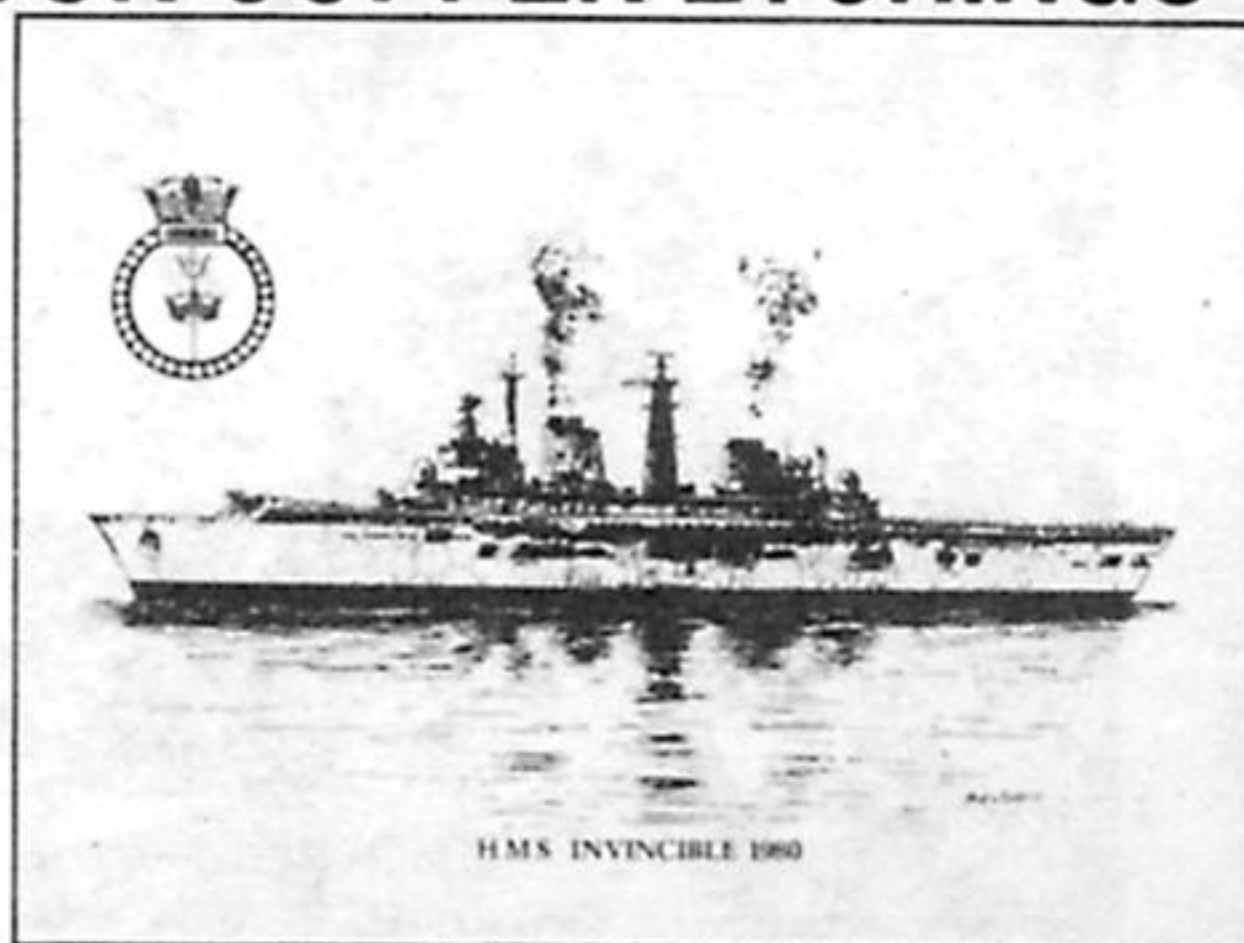
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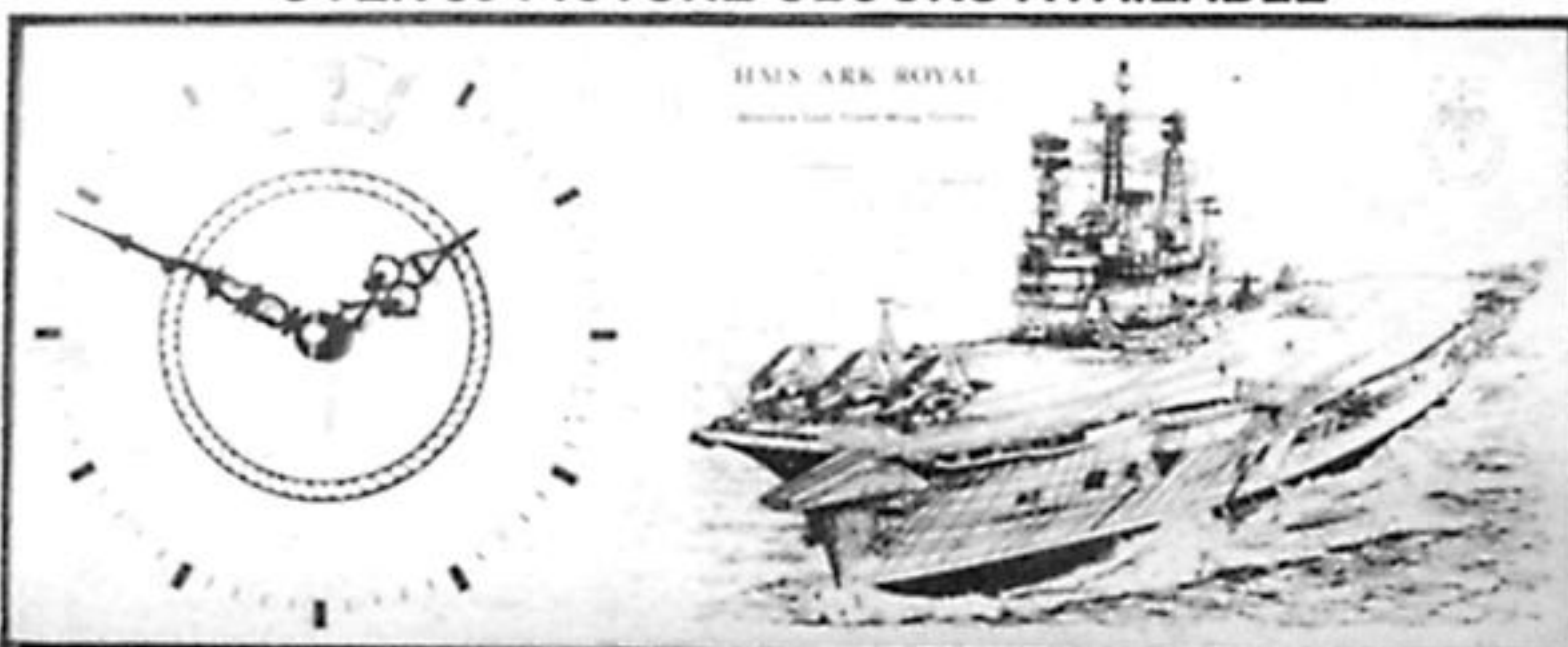
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## RETURN TO MAURITIUS

Two ships of the Far East deployment group paid the Royal Navy's first visit to Mauritius for five years as the force visited ports in the Indian Ocean.

H.M.S. Galatea and R.F.A. Blue Rover spent four days alongside in the attractive island, to the delight of the inhabitants.

To mark the occasion, the R.N. Hydrography Department at Taunton had reproduced an exact

replica of the original 1876 chart of the island, which, like so many surveys of the time, forms the basis of the modern charts used by the Navy.

The mementos were handed over by Capt. R. I. T. Hogg, commanding officer of H.M.S. Galatea, and Capt. P. J. Taylor of the Blue Rover to the Governor-General and Prime Minister of Mauritius at an official presentation in Government House.



## BOOKS

# Matelots in the trenches

A matelot in a lonely shell-hole, face to face with a German, is a situation beyond the comprehension of today's Royal Navy sailors, but nothing very remarkable to those with memories or actual experience of the First World War.

After all the passing years, with another world war in between, it seems strange that the matelot, in the evening of his days, should now write a book about his active service.

However, he has a remarkable story to tell against the background of trench warfare — that bloodiest of all futilities which could wipe out men by the thousand in a mere day, for the sake of a few yards of blasted earth won or lost.

In "Call to Arms — From Gallipoli to the Western Front," published by William Kimber (price £7.95), Joseph Murray tells of his early life as a pit boy, and his joining the Royal Naval Volunteer Reserve in October 1914. He was scarcely in uniform before he learned that his sailor brother had gone down with H.M.S. Good Hope at Coronel.

## Naval Brigades

For Joseph, his fighting was not to be on the ocean wave, but in the Naval Brigades, which played their part on land as they had done in the Boer War.

He was soon on his way to Gallipoli, part of the disastrous Dardanelles campaign for which Winston Churchill was so enthusiastic. Slaughter on the Peninsula claimed most of his friends, but miraculously he survived for nearly a year.

Then he was sent to the Western Front in France — a change of enemy from Turk to German — though remaining a sailor of "Hood" Battalion. He was there with only one short leave until 1917.

The fact that almost anything about the Western Front still makes such compelling reading is evidence of the frightfulness of that conflict, in which nations were numbed into acceptance of losses on a gigantic scale.

Joseph's account is dramatic in its matter-of-fact directness, as he reveals his part in the confusion and disasters of the struggle.

## Young German

In 1917, at Gavrelle, he was involved in bitter fighting, finding himself in no man's land and alone. In a pile of ruins he and a German fired at each other simultaneously, the other fellow being the most unlucky.

Joseph's left wrist was shattered. Trying to regain his own lines, he hopped from shell-hole to shell-hole, suddenly to find that he had company.

"He was a young German, about my own age," writes Joseph. "He made no attempt to move, maybe because I was pointing my revolver at him. Normally I would have pressed the trigger. Why I hesitated I do not know."

## Pitiful

"I tried to converse with him but to no avail. There was no response at all. He looked so helpless, so pitiful, and his vague look, not a stare, haunted me to distraction."

While shells burst around them the German



ABOVE: The sea of mud in which sailors, as well as soldiers, fought in the First World War. LEFT: The author's brother, Tom, in unusual rig of the day.

# Helicopters rule over the waves

The reduced size of the British Fleet has been significantly offset by the helicopter, a point made by Lieut.-Cdr. J. M. Milne in a booklet "Flashing Blades Over the Sea," published by Maritime Books, Duloe, Liskeard, Cornwall (price £1.80).

Describing the development and history of helicopters in the Royal Navy, the author says that "the importance of the helicopter, be it anti-submarine or commando, missile or torpedo carrier, or just search and rescue, is at its peak."

"Never before has the helicopter possessed so many options which are available to a force commander... The Fleet

Air Arm helicopter force is one to be reckoned with."

In a foreword, the Prince of Wales says that the author is the first to attempt a history of this subject and he has done so in a comprehensive manner.

"As one associated all too briefly with this fascinating tale," says Prince Charles, "I commend the book to all helicopter enthusiasts and to all members, past and present, of the naval air squadrons described within."

## Song of the sea

"Joining Routine" by Jackie Lewis is described by the author as "Book One of a four-book anthology in verse narrative entitled 'The Restless Sea'... being of interest to sailors of all ages and ranks in any part of the world..." Printed by J. A. C. Sarsen Ltd., 21a, Hyde Street, Winchester, Hants, the 46-page softback is available from the author at 1, Crossways, South Tawton, Nr. Okehampton, Devon, price £1.85, plus 20p postage and packing.

for those who would rather not know. According to the authors, "The Russians have the capability to destroy the whole of human life on this planet probably ten or 20 times over."

"Frigate," by John Wingate, published by Weidenfeld and Nicolson (price £5.25). Prophetic writing in this first volume of a trilogy, in which the action takes place in the immediate future, starting with a skirmish involving a Soviet submarine during a NATO exercise. Chilling thoughts on the Third World War.

"Cotton's War," by John Harris, published by Arrow Books (price £1.10). An exciting war novel about the German advance through Greece and the efforts of the British and local resistance to stem the Nazi tide.

Report by a Sam much matured since the days of The Diary, and offering sharp opinions, especially about commanding officers in the Royal Navy.

"Central Film Library Catalogue 1980-81," available from the library at Bromyard Avenue, Acton, London W3 7JB (price £1.50 including postage). There are more than 1,200 16mm films listed, including many sponsored by Government departments. Some can be borrowed free. For others there are hire charges.

"The Soviet War Machine," published by Salamander Books Ltd. (price £7.95). An illustrated encyclopedia of the strategy, tactics, and weapons of the most formidable military power in history. An alarming volume

"Shoreline and Sextant — Practical Coastline Navigation," by John P. Budlong, published by Van Nostrand Reinhold Company Ltd. (price £7.45). Claims that the subject is easily learned when topics are introduced in the order used and without unnecessary details. Commends the use of modern inexpensive sextants.

"The Humber," by Anthony V. Watts, available from The Missions to Seamen, 900, Hedon Road, Hull HU9 5LZ (price £1.70 including postage). Descriptions of local working and pleasure craft provide an interest for all boat-lovers. Proceeds from the sale of the booklets go to help the work of the Missions to Seamen.

"The Tangier Journal of Samuel Pepys," published by The Doppler Press (price £5.25).

# Liners that sailed to war

Appalling weather conditions are routine in the northern approaches to the North Sea, from the Orkneys to the coast of Greenland, and it was there, in two world wars, that lesser-known units of the Royal Navy applied a stranglehold, first on the Kaiser's Germany, and then on Hitler's Germany.

In the First World War the strategy eventually broke the morale of the enemy's home front. Against the Nazis the circumstances were different because of the conquest of much of Europe, but the barriers had to be maintained.

The exercise of sea power is told by A. Cecil Hampshire in "The Blockaders," published by William Kimber (price £8.50).

In view of the importance of placing a ring round the enemy, it might have been expected that the cream of naval forces would be engaged.

## 'COFFINS'

The reality, however, was very different, the vessels engaged being aged and defective. Later came the requisitioned liners converted to armed merchant cruisers — the AMC's referred to cynically by their crews as "Admiralty-Made Coffins."

And coffins they became for many of the men who manned them, being hopelessly vulnerable in the forays by powerful units of the German Fleet, or attacked by U-boats.

The facts have been told in many other forms, but Mr. Hampshire has given detailed treatment to a vital aspect of the war at sea, adding colour to the drama by contemporary reports and descriptions.

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SHIPS MONTHLY. September issue includes Royal Navy Pennant Number List (K to Y); The Admiralty Visual Telegraph; Corfu and Carthage; Mersey Shipping of Yesteryear. 65p from Newsagents or 80p by post from Ships Monthly, Kottingham House, Dale Street, Burton-upon-Trent.

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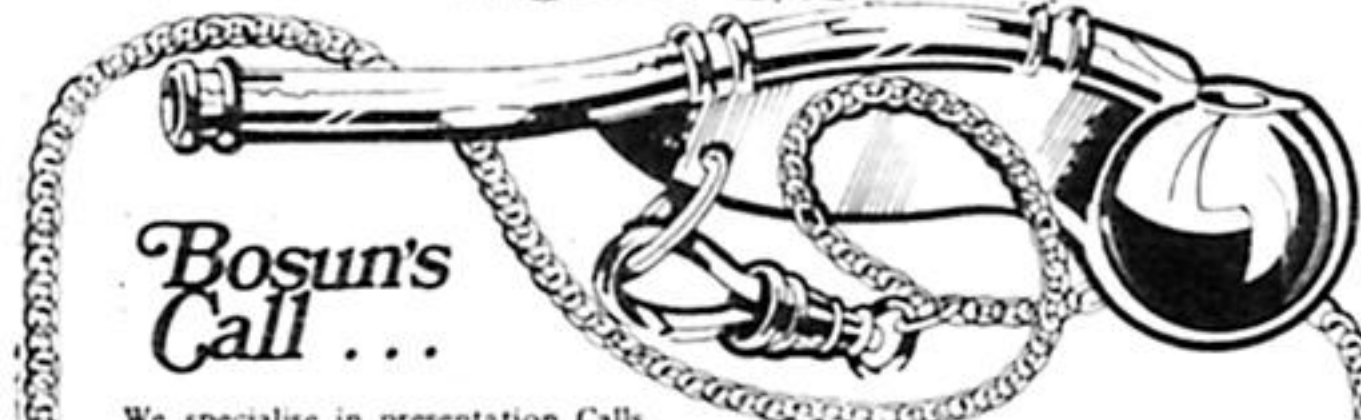
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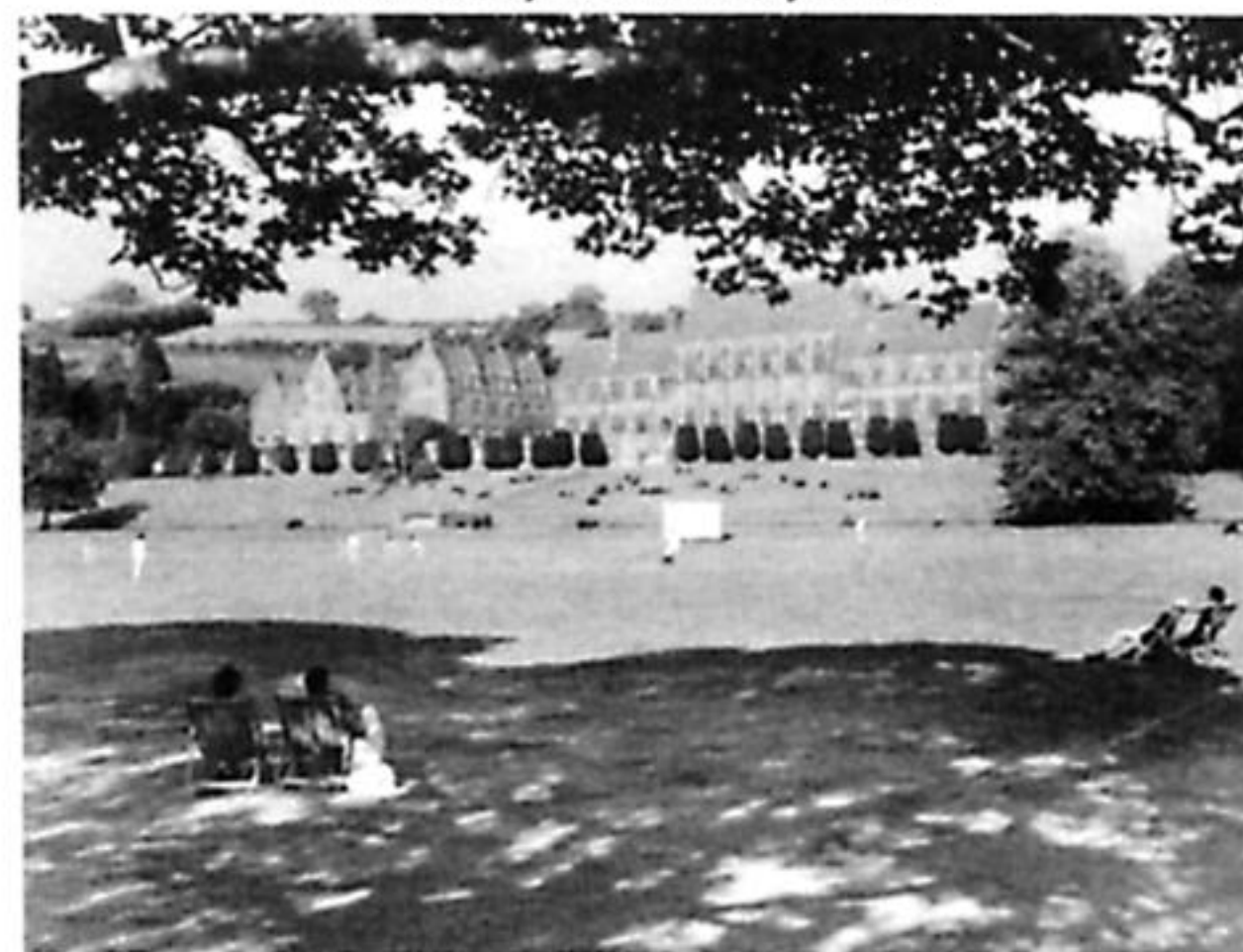
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Kelvin (17) submitted himself cheerfully to the old-style discipline when his submarine H.M.S. Porpoise visited Manchester with another Patrol-class boat, H.M.S. Opportune. He was in a Porpoise party which called on Broughton House, the East Lancashire home for disabled ex-servicemen.

Though Levi is the oldest sailor in the home, he made it quite clear that he would take no nonsense from the lively lad — hence the incident at the pillory built for the home's open day.

time, for the school is threatened with closure.

It would be the end, too, of a long association with the Opportune. When she visited Birkenhead earlier this year the children were filmed on board by Granada Television, and during a later visit, to Manchester, 15 pupils travelled by coach to see her.



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To ACWEM — J. M. P. T. Cox (Invincible), I. C. Maitland (Neptune).

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## POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during July.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Int (30.7.80), 2;

LS(EW)/LRO(W) — Dry, 6; PO(M) — Dry, 4;

LS(M) — Dry, 18; PO(R) — Int (16.6.80), 4;

LS(R) — Dry, 24; PO(S) — Dry, 7; LS(S) —

Dry, 16; PO(D) — Dry, 1; LS(D) — Dry, 5;

PO(MW) — Int (1.4.80), Nil; LS(MW) — Dry, 3;

PO(SR) — Dry, 2; LS(SR) — Dry, Nil;

POPT — Int (10.10.78), Nil; RPO — 301, 2;

RS — 313, 4; LRO(G) — Dry, 14; CY —

Int (11.9.79), 7; LRO(T) — Dry, 10; PO(S)(SM) —

Dry, 1; LS(S)(SM) — Dry, 8; PO(TS)(SM) —

Dry, 1; LS(TS)(SM) — Dry, 3; RS(SM) —

201, 1; LRO(SM) — Dry, 1; PO(UW)(SM) —

Int (28.2.79), 1; LS(UW)(SM) — Dry, Nil;

POEM(M) — Dry, 19; LEM(M) — Dry, 45;

POEM(L) — Dry, 6; LEM(L) — Int

(8.5.80), 14; POWEM(O) — Dry, 11;

LWEM(O) — Dry, 28; POWEM(R) — Dry, 10;

LWEM(R) — Dry, 40; POWTR — Int

(25.7.79), 7; LWTR — Dry, 8; POA — 279,

1; LSA — Int (19.2.79), 7; POCA — Dry, 4;

LCA — Int (22.1.80), 2; POCK — 538, 6; LCK —

Int (16.8.78), 13; POSTD — 303, 8; LSTD —

Int (16.3.79), 11; POMA — Int (10.1.79),

Nil; LMA — 77, Nil; POAF/POAM(AE) —

217, 4; LAM(AE) — 80, 13; POEL(A) — Int

(27.10.78), 1; LEM(A) — 129, Nil; POEL(A) —

Int (7.1.80), 13; LREM(A) — Int (27.10.78),

Nil; POEL(AW) — Dry, 2; LEM(AW) — Int

(4.9.78), 5; POA(AH) — Int (8.6.79), 1;

LA(AH) — Int (21.5.79), 2; POA(SE) — 711,

Nil; LA(SE) — Int (25.10.78), 2; POA(PHOT) —

389, 1; POA(MET) — 386, Nil; POACMN —

Int (23.11.78), 2.

POWRENAF(AE) — 183, 1; LWREN AM —

81, Nil; POWREN CK — Int (1.7.80), Nil;

LWREN CK — Int (13.12.79), 1; LWREN TEL —

Int (13.6.78), Nil; POWREN DSA — Int

(21.12.78), 1; LWREN DSA — Int (16.6.78),

4; POWREN MET — 398, Nil; LWREN MET —

Int (2.6.78), 1; POWREN PHOT — 473,

Nil; LWREN PHOT — 107, 1; POWREN(R) —

Int (6.3.79), 1; LWREN(R) — 138, 2;

POWREN RS — Int (19.6.79), Nil; LWREN

RO — 175, Nil; POWREN STD G — 483, Nil;

LWREN STD G — Dry, Nil; POWREN STD O —

Dry, 1; LWREN STD O — Int (4.12.78), Nil;

POWREN SA — Int (17.7.79), 1; LWREN SA —

Int (5.4.79), 1; POWREN TSA — Dry, Nil;

LWREN TSA — 137, Nil; POWREN WA —

Int (25.10.79), Nil; LWREN WA — Int

(16.3.78), Nil; POWREN WTR G — Int

(27.3.79), 4; LWREN WTR G — 105, 7;

POWREN WTR P — Int (17.1.79), Nil; LWREN

WTR S — Dry, 1; POWREN D HYG — 160,

Nil; POWREN REG — Int (6.11.79), Nil;

POWREN PT — Int (10.6.80), Nil.

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:—

POWREN QA — Dry, Nil; POWREN ED —

129, Nil; POWREN MT — Int (2.3.78), Nil;

LWREN MT — Int (20.10.78), Nil; POWREN

TEL — Int (19.7.78), Nil.

## 'Secret war' unit is 40

JARIC — the Joint Air Reconnaissance Intelligence Centre at Bampton, Huntingdon — has celebrated its 40th anniversary.

Set up in July 1940 by Prime Minister Winston Churchill, the then Central Interpretation Unit played a vital role in the "secret war," and was directly involved in the planning of nearly every operation and aspect of planning.

Although a Royal Air Force unit to start with, it was quickly joined by Army and Royal Navy elements, and has been organized on a joint service basis ever since.

The unit was credited during the Second World War with the identification of German radar and electronic systems, detection of Nazi V1 and V2 secret weapons, monitoring German naval units and identifying the first German jet-propelled aircraft.

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## Royal duties for Egeria

Since her visit to the Netherlands the inshore survey ship H.M.S. Egeria has been having a royal time...

She was the Navy's representative at the Dunkirk Veterans Association's 40th reunion and, in the presence of Queen Elizabeth the Queen Mother, took part in a wreath-laying ceremony off Ramsgate.

During the visit the ship celebrated her 21st birthday, the specially-baked cake being cut by her commanding officer, Lieut.-Cdr. A. N. D. C. Rackham, and CK Sandham.

### ESCORT

The Egeria then headed for the Pool of London to act as escort to the Danish Royal Yacht Dannebrog with Queen Margrethe embarked.

Following this task of honour the Egeria rejoined the Inshore Survey Squadron to complete a survey of the area between Spurn Head and Flamborough Head.

But her royal connections were not over: on her visit to Kings Lynn for the town's festival celebrations, the commanding officers of the squadron's ships were presented to the Duke and Duchess of Kent and the Archbishop of Canterbury.

## Challenge

Meanwhile young Gillian Moorhouse, art editor of "The Hospital Star," was undertaking her most challenging assignment on board the Opportune.

Her task was to prepare a feature for "The Star," the monthly magazine produced by and for pupils of the Royal Liverpool Children's Hospital school at Heswall.

For two years in succession the magazine has won a prize in the Wirral Newspapers School Magazine Competition. But after 19 years and 217 editions "The Star" may soon be run off for the last

## Captains at Cathedral

Seafarers' Sunday, July 13, was marked by a service in Cornwall's cathedral at Truro, enhanced by music of the Royal Marines Band of Flag Officer Plymouth.

The captains of three Royal Navy establishments attended — Capt. J. Jacobsen (Raleigh), Capt. P. J. Oldridge (Fisgard) and Capt. R. C. Dimmock (Seahawk). Gifts amounting to £400 were presented for the cathedral, which celebrates its centenary this year.

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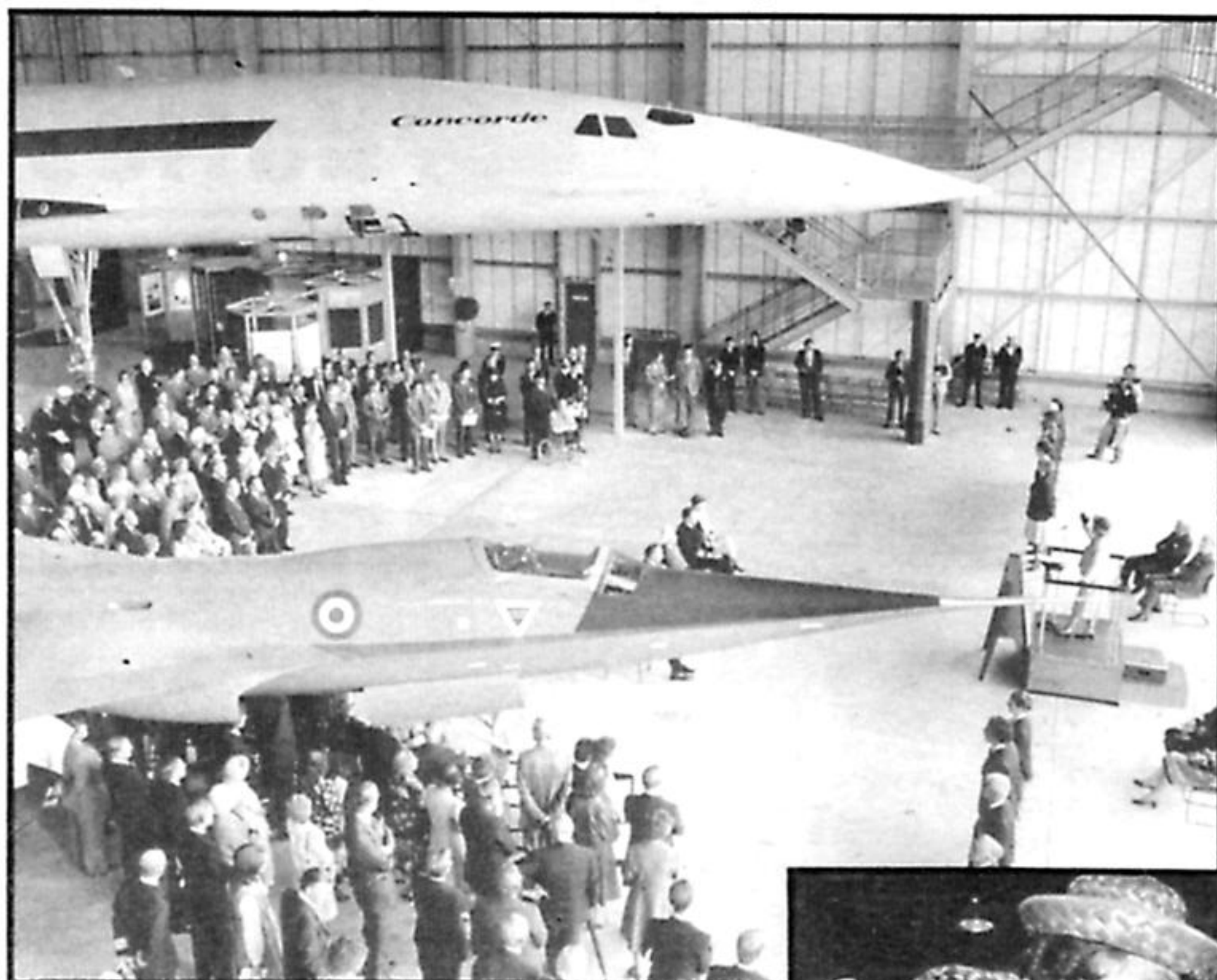
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Above: Overseeing the proceedings during the official opening of the Concorde Hall are Concorde 002, the British prototype, and, in the foreground, BAC 221, which in its pre-modification days as the Fairey Delta II held the world air speed record in the Fifties.

Right: Countess Mountbatten of Burma chats with the wheelchair-bound Admiral of the Fleet Sir Caspar John, President of the Fleet Air Arm Museum Appeal. Sir Caspar was the first naval pilot to achieve the rank of Admiral of the Fleet and the status of First Sea Lord, in which he served in the early Sixties.

Pictures: PO(Phot) Stuart Wood



## FLEET AIR ARM MUSEUM NOW ...

# Number One in Europe!

With the official opening of the Mountbatten Memorial and Concorde Halls, the Fleet Air Arm Museum at R.N. air station Yeovilton can now boast the largest collection of historic aircraft under one roof in Europe.

The Mountbatten Hall, which has been open to the public since Easter, was the final phase in the museum's ambitious development project.

The museum now has a magnificent complex of exhibition halls — constructed and financed entirely by public support — and is expected to attract a quarter of a million visitors this year.

Countess Mountbatten of Burma officially opened the hall named in memory of her father, and Sir George Edwards, joint-chairman of the Anglo-French Concorde project, opened the Concorde Exhibition Hall which houses the British prototype, 002.

Concorde 002 is part of the Science Museum's aeronautical collection, and the hall in which it is displayed was financed by that museum's parent body, the Department of Education and Science.

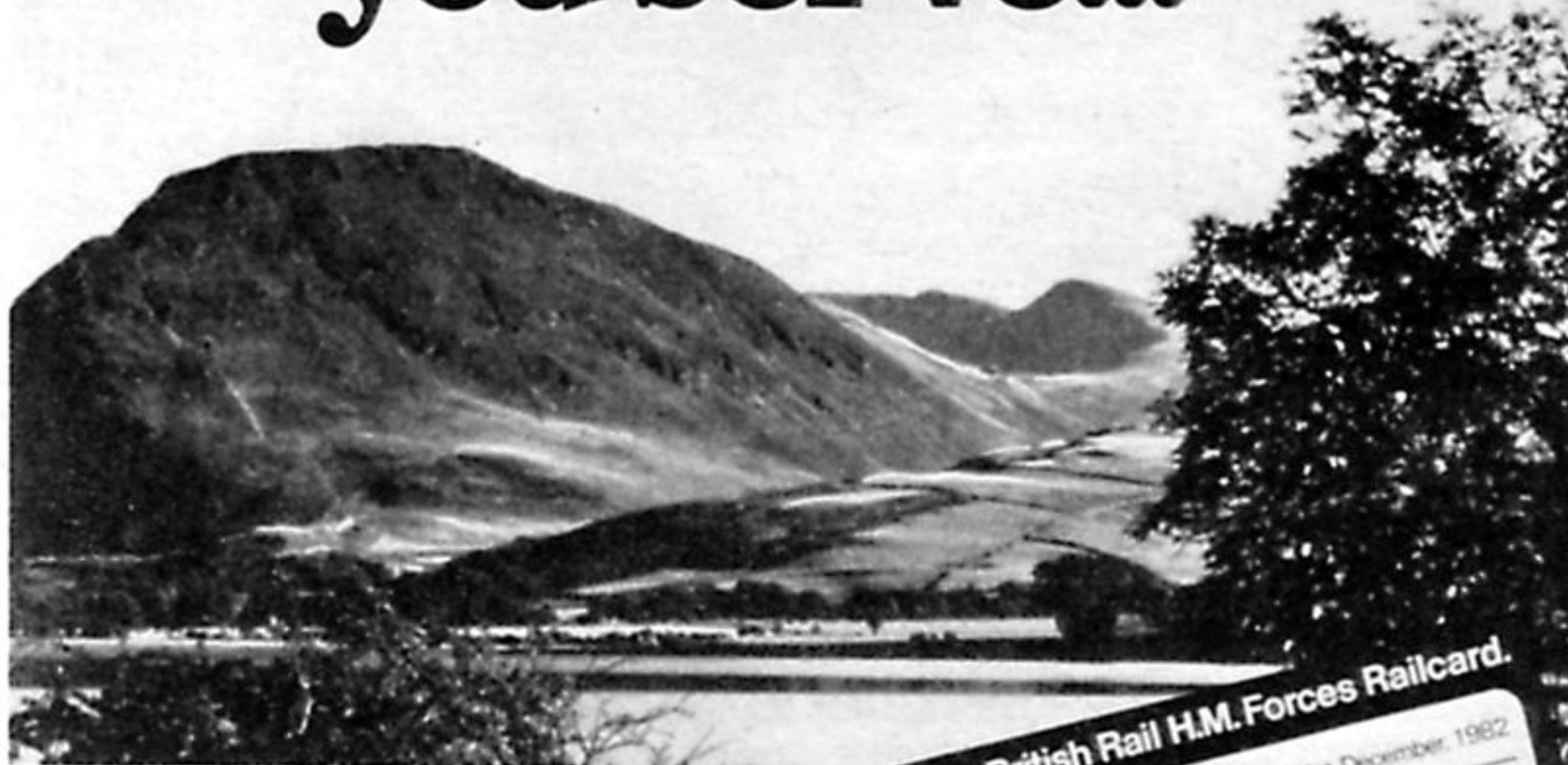
### MOUNTBATTEN PROJECT

Prominent in the memorial hall is a replica of the Short S27 Variant, in which Lord Mountbatten flew as a boy in 1911. He was to maintain a lifelong interest in naval aviation.

The replica was built by Cdr. Henry Leves, Air Engineer Officer at H.M.S. Daedalus, who spent hundreds of hours researching the plans and building the aircraft.

It was first suggested by Admiral of the Fleet Earl Mountbatten of Burma during a visit to the museum in 1977. He gave £2,000 towards the cost of the Variant project, and contributed generously to the museum's development fund.

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## Epping flag moves Tony to verse

In the village of Epping "tall and bold with streets and houses very old" an event of such significance, due to take place there in October, has prompted Shipmate Tony Thompson to write 12 lyrical verses in praise of the event.

What has so inspired him is the prospect of having Epping branch standard dedicated at the church of St John on October 12 at 3 p.m. Present to take the salute will be Admiral Sir John Lewis, Lord Lieutenant of Essex.

Shipmate Thompson predicts October 12 will be the village's "finest hour." And he promises all who attend a day to remember with "a dance as night falls near, with tots of rum and plenty of beer."

For further details contact Shipmate Thompson, 39 Allnatts Road, Epping, Essex CM16 7BE (telephone Epping 77088).

Shipmates of Harrogate and neighbouring branches sampled tots of rum in The Fo'c'sle, their headquarters, after attending a special Sailors' Sunday Service at Pannal. The rum was the first of the new "Pussers" blend available outside an R.N. warship. The bottle was ceremoniously opened by the Right Rev. Ross Hook, Bishop of Bradford, who saw service with the Royal Marines.

July 19 was a big day for

### BRANCH NEWS

shipmates of Camberwell. At a presentation ceremony attended by the Mayor and Mayoress of Southwark, a £2,000 cheque was presented to Professor C. Chandler of Guy's Hospital Renal Unit. The money, raised in one year by club members and their friends of Finsbury and Gravesend branches, and much hard work by Shipmate Alice Keenlyside, will go to help children suffering from kidney complaints.

Shipmates of Poole have also been busy raising funds towards the cost of a body-scanner for Poole General Hospital. A draw in aid of this cause offering 47 prizes, including a gallon of whisky, raised £1,700.

Bletchley, who have been generous hosts to many travellers, sent an open invitation to all shipmates seeking a stop-over visit

on their way to or from Plymouth and Portsmouth Navy Days.

If Cleethorpes have been out of the news of late the reason for this low profile is that they have been busily engaged in improving their headquarters. Much has been achieved in the past months and the branch now faces a busy autumn with plans to visit Scunthorpe for their popular "pie and pea" supper on September 5, after which the branch is host to No. 9 Area meeting which will be followed by a re-dedication service on September 14.

After a long and happy deployment in the One Elm Inn at Stratford-upon-Avon, shipmates have moved their headquarters to the T.A.V.R. Drill Centre where they enjoy better facilities for social activities. Members meet on the third Wednesday of the month at 2000 and extend a welcome to all visitors. Branch secretaries should note Stratford's new address and direct all correspondence to Shipmate K. R. Birch, 86 West Green Drive, Stratford-upon-Avon CV37 9HZ.



Two paintings depicting the Jervis Bay and Glowworm epics of the last war by artist Mr. G. Harrison (second left) were recently presented by him to Derby headquarters. The paintings were unveiled by the Mayor and Mayoress, Councillor and Mrs. J. T. Thorpe, who are pictured here with (right) Shipmate H. Beswick (branch chairman), Lieut. Alderson R.N. & R.M. careers office, Derby) and the artist.

Picture: Derby Evening Telegraph

### REUNIONS

The 36th reunion of Harwich Naval Force Association 1914-18 will be held at the Victory Services Club, 63/79 Seymour Street, London W2 (near Marble Arch), on Tuesday, October 7 (1 p.m. for 1.30 p.m.). For details contact Capt. P. L. Gunn, Mill Cottage, Belchamp, Sudbury, Suffolk (telephone Sudbury 72460).

H.M.S. Barham Survivors Association reunion dinner will take place on September 20 (5.30 p.m. for 6 p.m.) on board H.M.S. Chrysanthemum, cost £4.75 per head. For details contact Mr. Len Hunter, 10 Astbury Road, Peckham, London SE15 2NJ (telephone 01 639-6523).

Anyone interested in attending a reunion for ex-members of D-class destroyers should contact Mr. E. Horner, 21 Dando Road, Denmead, near Portsmouth (telephone Waterloo 65458).

The First Destroyer Flotilla (1942-45) Association is holding its reunion weekend in Portsmouth, October 25-26. For details contact Mr. D. Clare, Holme, Bungalow, Glebe Road, Newent, Glos. GL18 1BJ.

Officers and ratings of H.M.S. Dreadnought serving when she surfaced at the North Pole on March 3, 1970, interested in a reunion, should contact ex-AB Peter (Florrie) Ford, 4 McGrail Court, Aalten Avenue, Canvey Island, Essex SS8 7QP.

The 11th reunion of the Yangtze River Gunboatmen's Association will be held in H.M.S. Excellent on Saturday, September 27 at 7 p.m. It is open to members and their friends and those who served in gunboats on the Yangtze and West Rivers. Applications for tickets (members £4, guests £4.50) as soon as possible to Lieut. D. W. Toms R.N. (ret.), 34 Bath Road,

Southsea, Hants PO4 0HT. Cheques and postal orders should be crossed and made payable to the Yangtze River Gunboatmen's Association. Stamped addressed envelope appreciated.

Chatham branch of the Royal Hospital School Old Boys Association is holding its dinner dance at the Union Jack Club, Waterloo, London, on September 27, 7 p.m. for 7.30 p.m. Tickets £7.50 and £8. For details contact Sandy Parkinson, 5 Alexander Road, Bexleyheath, Kent DA7 4TU (telephone 01-304-3635).

H.M.S. Coventry Old Hands Association memorial service will take place in Coventry Cathedral at 3 p.m. on Saturday, September 13. For details contact Mr. Frank Risdon, Flat 3, 6 Royal Crescent, Brighton, Sussex.

### OBITUARY

Shipmate Joe Morton, Capenhurst, aged 65.

Shipmate Eric Spencer, chairman Runcom, July 10, aged 51.

Shipmate H. Woodall, treasurer Wallasey, July 7.

Shipmate John Heenan, ex-R.M., founder member Greenford, aged 72.

Shipmate F. Milnes, founder member St Helena, July 15, aged 60.

Shipmate William Woodfine, founder member Llandudno, July 26.

### CALLING OLD SHIPMATES

Mr. Bob (Satch) Satchwell, ex-POSTD, 445 Normanby Road, Normanby, nr. Middlesbrough, Cleveland County, and of H.M. ships Excalibur, Ceres, Glasgow, Duchess and Mercury, would like to hear from the following "muckers" — Peter Spackman (Oxford); Eddie Plato and E. J. D. King (Portsmouth); Edward Charman (Surrey); and Bernard Cooper (Littlehampton) or any of his old shipmates.

Mr. G. V. Towell, 22 Winslow Drive, Wigston, Leicester, who served in H.M.S. Manchester and was interned in Lagouat, N. Africa, after the Manchester was sunk in 1942, is anxious to contact his old shipmate, Edward James Orme, who left the Navy in October 1952.

Mr. John FitzHugh, former Stores PO(S), 56 Coldcotes Avenue, Leeds LS9 6NB, would like to hear from former PO Telegraphist George Stidwell, H.M.S. Tenby 1957-59, last known to be living at St Austell, Cornwall.

Mr. J. J. H. Clark, Devon, 10 Alcester Street, Stoke, Plymouth, Devon, would like to get in touch with his old pal Horace Evans, formerly of 1 James Street, Devonport, who served in H.M.S. Vivid, 1926.

Mr. W. (Jack) Adams, former AB, 32 Linnwood Drive, Leven, Fife KY8 5AD, Scotland (telephone 23409) would be pleased to hear from any of

the crew of the Hunt-class destroyer H.M.S. Catterick, 1945-46.

Mr. F. G. Chalk, 111 Randalls Croft Road, Wilton, Salisbury, Wilts SP2 0EX, former CPO H.M.S. Indomitable, also of H.M. ships Tiger, Halcyon, Berwick, Howe and Ursa, would be pleased to hear from any of his old shipmates.

Mr. Chris (Dolly) Gray, former NAM1 (AE), and his wife Shirley, ex-AB Wren (S) Hawtin, 286 Hednesford Road, Norton Canes, Cannock, Staffs, WS11 3SA, would be pleased to hear from their old friends who served in R.N. air stations Abbotsinch (1963); Yeovilton (1964); Brawdy (1965-68) and H.M.S. Eagle (1964-65).

Mr. Wally King, ex-Tel(S), 48 Shaftsbury Road, Epping, Essex CM16 5BJ, would like to hear from any shipmates of H.M.S. Teazer, first commissioned 1943-45, and H.M.S. Comet 1945-46, with view to arranging a get-together.

Mr. A. L. Easen, Valetta, Brighton Lane, Bishop Sutton, Alresford, Hants (telephone 4375) and Mr. Norman (Brammie) Bloxham, 18 Raymond Road, Birmingham 8 (telephone 021-328-0158) wish to contact survivors of H.M.S. Kashmir, sunk off Crete, 1941, with view to arranging a reunion.

Mr. E. King, 28 Vesper Walk, Abbey Road, Leeds LS5 3NQ, would appreciate news of any member of the ship's company of H.M.S. Harebell which

took part in the evacuation of the island of St Kilda at the end of August 1930.

Miss T. H. Richards, 130 Seaton Lane, Hartlepool, Cleveland, daughter of the late M. J. Hadley who died in 1965 while serving in H.M.S. Aisne, would dearly like to obtain a photograph of her dad and hopes some reader may have a course or class photograph which includes him.

Mr. R. H. Pritchard, 6 Tany Bryn, Llandegai, Bangor, Gwynedd LL57 4LG, who served in H.M.S. Robin, Hong Kong, 16 December 1941, on boom defence work Saiwan Bay with S.S. Taihan (Cdr. Pritchard RNR), would be pleased to hear from the officer commanding the Robin or anyone who served in her on that day.

Mr. D. Langdale, 104 Harlech Road, Beeston, Leeds LS11 7DR (telephone Leeds 711288) wants all members of Class 211 W/T H.M.S. Caledonia / H.M.S. St George 1930-40 to write to him. He would be pleased to hear also from instructors PO Tel. Alan Pamplin and YEO Finlayson.

Mr. J. van Leer, 230 Bay Street, Santa Monica, California 90405 U.S.A., would like to hear from any of the crew of the submarine H.M.S. Tradewind who were on board when she torpedoed and sank the Japanese troopship Junyo Maru in September 1944. Mr. van Leer's father, who died in 1962, was a POW in the troopship.

Mr. B. (Tug) Wilson, 23 Glamorgan Close, Coventry CV3 3ER, who served from 1946-49 with 800 Naval Air Squadron in H.M.S. Triumph, sends his best wishes to members of the reformed squadron and would like to hear from former members of the squadron who served with him in the Triumph.

Mr. Kenneth A. Tipper, 4441 N.W. 3rd Court, Coconut Creek, Florida, 33066 U.S.A., who served in the Tribal-class destroyer H.M.S. Punjabi which was sunk in collision with H.M.S. King George V in early May 1942 while part of a covering force for convoy PQ15 to Murmansk, would be pleased to hear from any of his former shipmates. He recently attended a reunion of members of the U.S.S. Washington — which barely avoided collision with the broken halves of the Punjabi after the collision with the KGV.

Mr. Ron (Bungy) Williams, 3, Brook Street, Windsor, Berks, ex-telegraphist, H.M.S. Ganges, Class III, 1940, and H.M. ships Cleveland and Juliet, would be pleased to hear from any old shipmates.

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# How the R.N.B.T. helped a man 'do time'

The Royal Naval Benevolent Trust was only too pleased to make cash grants to a former engineer mechanic to help him in his study of clocks and watches.

The fact that the man happened to be "doing time" — serving an eight-year prison sentence — merely enforced their decision.

In prison, the ex-rating became seconded as an associate member of the British Horological Institute and sought, and obtained, grants from the Trust totalling £65 towards his studies.

In August, the R.N.B.T. Grants Committee was delighted to receive an appreciative note from the man they had helped prepare for return to civilian life in two years' time.

Expressing pride at his latest exam results, he wrote: "They were the British Horological Institute Intermediate Exams in Horological Theory and Technical Drawing. I got 95 per cent. in the theory and 86 per cent. in the drawing. I couldn't at first believe it!"

"Now I'm really pleased, and coupled with the fact that Hackney College in London have offered me a place to do all the practical work, my future is looking up."

The Trust receives many warm letters of appreciation. Here are extracts from a few more recent ones:

From the widowed mother of six children, two of whom had been injured in accidents, and whose home had been damaged by fire

with no insurance cover, on receipt of £150 to clothe her three youngest: "I was so very happy. The children thought it was their birthday. Seeing their faces buying clothes made me feel ten years younger."

From an ex-ME1 whose youngest child had died of a brain tumour and who was helped with £200 to pay bills: "Nothing will ever heal the wound in our hearts but, with your support and kindness, it has helped give us the strength that we need to get through this heartbreaking time. Thanks again and God bless you all."

From the widow of a former chief radio electrician who was said to have "drunk himself to the point of no return." She had been granted £500 to clear mortgage arrears and £150 towards funeral expenses:

"My family and myself would like to thank you. I am more than grateful. I wrote to you in desperation and received kindness and constructive assistance."

"My husband took his own life. It was the first time he had ever been out of work so drink took over and he let everything slip. He did not tell me or the family he was in trouble."

"Thank you again. My daughter and I have a roof over our heads and with some further help from my elder daughter all bills are now paid off."

## Phone call changes a boy's life

Telephones are a necessary evil for many of us. But one call to the home of a Plymouth boy this summer sounded a note of joy.

It was a sound that Anthony Whiteley, 15 on August 30, was hearing for the first time in his life.

Anthony, elder of two sons of CPOSA Keith Whiteley and his wife Patricia, of Eggbuckland, was wearing his new phonic ear

— courtesy of some prompt action by the Royal Naval Benevolent Trust and money-raising efforts by his dad's colleagues at the Fleet Maintenance Base, Devonport.

CPOSA Whiteley initially wrote to the Trust when he and his wife decided that the special

equipment — proper title the Phonic Ear Stereo Auditory Trainer — was the answer to the problem of their son's deafness.

But the cost of the complete outfit, including body-worn

receiver, parent-teacher transmitter-microphone and charging unit, added up to £848. And there was still the possibility of medical help.

By May this year, after the staff of R.N. Hospital Stonehouse had done everything medically possible for Anthony, it was time for Anthony's parents to confirm their application to the Trust.

### Action

Meanwhile, fund-raising efforts at the Fleet Maintenance Base organized by CPOSA Reg Britton had raised about £300 and other projects were in the pipeline.

But the Trust's Grants Committee decided that no time should be lost — the longer the delay, the greater the effect on Anthony's education. They made an immediate grant to cover the extra £548.

The Trust's cheque was in the manufacturer's hands before the end of June; the phonic ear was soon delivered to Anthony and on July 18 Capt. John Burgess, CPOSA Whiteley's commanding officer, handed over a cheque for £458 — the result of the local fund-raising effort.

Capt. Burgess, who had authorized the fund-raising and supported the Whiteleys' application to the Trust, wrote to the R.N.B.T. on July 21 conveying the thanks of all at F.M.B. for the help which meant that all the expense of buying the equipment, licensing and insuring it had been covered.

"This is a splendid effort," he said; "for which we are indebted to the R.N.B.T. for so generously contributing a major proportion."

### Benefit

CPOSA and Mrs. Whiteley, writing to the Trust on July 16, said that the Trust's prompt help had made it possible to buy the phonic ear much earlier than expected, so benefiting Anthony quicker.

The letter said: "A few days ago he heard the telephone ring for the first time in his life and that was through a closed door."

"We cannot say how much a seemingly small thing means to us all. Anthony's speech has improved already and his own confidence in talking has increased



Anthony Whiteley with his phonic ear after a cheque for £458 had been handed over as the result of Devonport fund-raising. With him are his parents (right) and CPOSA Bill Gartell, chairman of the Devonport Local Committee of the R.N.B.T.

## GRANTS HIT NEW PEAK

R.N.B.T.'s average grant to serving men and their families over this year's April-June quarter was more than £150 — the highest on record.

In all, the Trust allocated £100,000 in grants and allowances this quarter, including 41 grants to serving men and their families.

All this work was possible because of the generosity of those who provide the Trust's income, which in the year ended March 31 included £12,000 in general donations, and legacies of £20,000.

Sometimes the donations are large, sometimes small. They come from organisations like the RNA, naval welfare committees, private individuals and from sources as diverse as sporting competitions and a Cornish model village wishing well.

**NOW!**

**£7,500 a week**

The size of R.N.B.T.'s present average weekly expenditure in grants and allowances

BY THE NAVY FOR THE NAVY

No appeals made to the public. R.N.B.T. relies on canteen rebate, voluntary donations, investment interest and legacies to carry on its important work.

Applications for assistance to the Grants Committee:  
2a Tipner Road, Portsmouth, Hants, PO2 8QR  
General inquiries to Head Office, High St.,  
Brompton, Gillingham, Kent, ME7 5QZ

## SUPERCHAIR FOR YOUNG VICTORIA

With a severely incapacitated child the problems of the parents — particularly when there are younger children — are numerous.

LWEM(O) Gary Greensmith's wife was expecting their second child when a naval social worker contacted the R.N.B.T. about their first, three-year-old Victoria, who is suffering from a muscular disorder and mental disability.

With her mother's advancing pregnancy and plans for Victoria to attend a special care unit, the benefits of a "tailor-made" ortho-kinetic chair for the child were obvious.

The chair would bring great improvements to many areas of the child's life.

The Grants Committee decided to cover the chair's cost, £409, and LWEM(O) Greensmith, in a letter of thanks, wrote: "We would like to assist you in spreading the word of the good work done by the R.N.B.T. by allowing you to publicise details of the chair bought by you for Victoria."



# Devonport triumph against odds

A wayward wheel prevented Devonport sweeping the board of trophies in this year's Royal Tournament Field Gun Competition at Earls Court.

During one afternoon's competition a wheel fell into the chasm and the team was disqualified from the run, with the award of 60 penalty points and four minutes on the aggregate time.

But when the team returned in triumph they were able to parade through the centre of Plymouth proudly displaying the premier trophy of the competition — the Inter-Command Challenge Cup — and the Fastest Time Cup.

them a civic reception. Thousands turned out to applaud the crews as they pulled the field gun through the city centre (right) led by the Royal Marines Band of Flag Officer Plymouth.

**RESULTS**  
Inter-Command Challenge Cup — 1, Devonport (26 points); 2, Portsmouth (23); 3, Fleet Air Arm (22).  
Fastest Time Cup — 1, Devonport (2min. 47.7 sec.); 2, Fleet Air Arm (2min. 49.9sec.); 3, Portsmouth (2min. 50sec.).



Aggregate Cup — 1, Portsmouth (47min. 19.3sec.); 2, Devonport (47min. 23.7sec.); 3, Fleet Air Arm (48min. 37.5sec.).  
Plymouth Gin Trophy for least penalties — Portsmouth.  
Copenhagen Cup — Portsmouth B Crew.

## HAPPY HERON!

It's certainly quicker by air judging by the smiles on the faces of this year's Brickwoods Field Gun Competition winners from H.M.S. Heron.

Pictured with the trophy which they won in contest with eleven other establishments from the south of England at H.M.S. Collingwood are first trainer John Anderson (left), second trainer Max Dolby and the field gun officer, Sub-Lieut. Phil Lewis.

Heron set a new record time of 1min. 23.4 sec., with H.M.S. Mercury second in 1min. 24sec., which also bettered the previous fastest time of 1min. 24.1sec. achieved by H.M.S.

Sultan in 1977. Third were H.M.S. Seahawk A (1min. 25.4 sec.).

Mercury also won the City of Portsmouth Silver Jubilee Cup contested by crews from the east side of Portsmouth Harbour.

### Seahawk

The Roaring Meg Trophy for non-finalists was won by H.M.S. Seahawk B in 1min. 27.2 sec., followed by H.M.S. Collingwood officers (1min. 27.2sec.), who won the Lieutenant's Cup.



### Virus

Both were in the face of inevitably strong competition from Portsmouth and the Fleet Air Arm — and against all the odds. For Devonport achieved their feat DESPITE having a man injured during the first non-competitive run; DESPITE being hit by a mystery stomach virus which eventually forced them to live outside the building for two days; and DESPITE that disqualified run.

Showing tremendous character and determination, the Plymouth team did not lose a single run after the disqualification.

On their return, the Lord Mayor of Plymouth, Mr. Ron King, gave



## Card of honour ...

Commodore G. W. Lowden, now Deputy Chief of Allied Staff at Northwood, but who as Director of Naval Service Conditions played a leading part in acquiring the new Railcard for the Services, receives his card from the Second Sea Lord, Admiral Sir Desmond Cassidi.

The card, number 000003, is framed with the inscription "for introducing half-price rail travel to the Royal Navy," signed by the First and Second Sea Lords,

holders of card numbers 000001 and 000002.

Commodore Lowden said that the frame would be a little less handy for travelling than the usual plastic folder, but he would manage!

The new Railcard, which allows travel at half the ordinary and "standard" fares for all Service men, their wives and dependent children, was launched as a commercial venture by British Rail and is considered to be of mutual benefit.

## Human torpedo found near Gibraltar mole

A group of divers from the R.N. and R.M. Sub Aqua Club have found what is believed to be an Italian two-man torpedo — complete with warhead — off one of the moles at Gibraltar.

The naval team, which was in Gibraltar to make use of the Joint Service diving facility there, says the torpedo is a Maiali, of Italian origin, and is in the right place to tie in with an abandoned raid on Gibraltar on December 6, 1942.

It was being driven by Guadamarine Girolamo Manisco and a companion, who were picked up by searchlights, fired upon and subsequently captured.

The J.S. Sub Aqua Diving Centre at Gibraltar is run by the Garrison, at the moment the Second Light Infantry. Up to now it has been used only by the Army and R.A.F.

A BSAC diving club is based on the centre, and boat, engine, cylinders and weights can be borrowed by expeditions for a nominal charge.

R.N. and R.M. clubs can apply to use the facility through the chairman of the RNRMSAC, Cdr. J. Bingeman, at H.M.S. Phoenix.

### Yeovilton visit

Spanish Defence Minister Don Agustin Rodriguez Sahagun spent several hours at R.N. air station Yeovilton, during his visit to the U.K. at the end of July.

## Dryad raises £2,000

Despite restrictions because of building work, H.M.S. Dryad's Country Show lived up to its reputation and provided a great deal of fun for the 1,500 who attended.

Stalls and sideshows run by civilian and service departments at Dryad and Fraser Gunnery Range helped push up profits to over £2,000 for the King George's Fund for Sailors.

## H.M.S. Victory "Shop"

Our New Full Colour Catalogue

contains photographs of most of the goods that are available by mail orders.

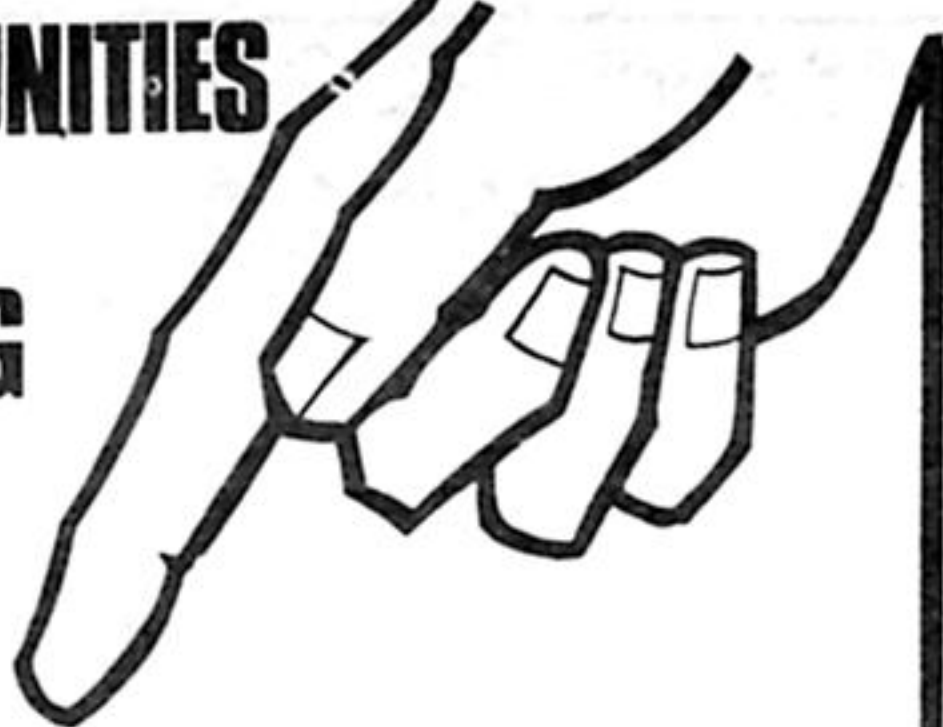
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### WANT A JOB?

Looking for a job in civilian life? If so, contact your local office of the Regular Forces Employment Association.

Branch addresses can be obtained from: Resettlement Officers, Post Offices, or local telephone directories

## PEN PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

**Pam** (23), single, 5ft. 6in., brown eyes, Doncaster.  
**Shirley** (20), separated, 5ft. 6in., brown hair, two children, Havant, Hants.  
**Pat** (18), single, 5ft. 5in., brown hair, brown eyes, Chelmsford, Essex.  
**Lorraine** (16), 5ft. 5in., brown hair, green eyes, Chelmsford, Essex.  
**Julia** (15), 5ft. 5in., blonde hair, blue eyes, Barnsley, Yorks.  
**Ann** (30), divorced, 5ft. 3in., red hair, green-blue eyes, two children, Stockport.  
**Leanne** (19), single, 5ft. 4in., auburn hair, hazel eyes, Stockport, Cheshire.  
**Jan** (23), single, 5ft. 6in., brown hair, hazel eyes, High Wycombe, Bucks.

**Sue** (27), single, 5ft. 7in., blonde hair, green eyes, Southport, Merseyside.  
**Ellen** (35), divorced, blonde hair, blue eyes, three sons, St. Helens, Merseyside.  
**Paula** (25), single, 5ft. 2in., brown hair, brown eyes, Guernsey, C.I.  
**Jean** (22), single, 5ft. 4in., brown hair, blue eyes, Kirk Michael, Isle of Man.  
**Rosemary** (17), single, brown hair, brown eyes, Wrexham, Clwyd.  
**Carole** (18), single, 5ft. 4in., brunette, blue eyes, Fareham, Hants.  
**Delina** (33), divorced, 5ft., brown hair, grey-blue eyes, one daughter, Aberdeen.  
**Maggie** (27), single, 5ft. 5in., brown hair, blue eyes, Harrow, Middx.  
**Carol** (23), single, 5ft. 4in., fair hair, green eyes, New Malden, Surrey.

**Sue** (33), separated, 5ft. 5in., brown hair, blue-green eyes, two children, Wantage, Oxon.  
**Jane** (27), divorced, 5ft. 4in., brown hair, brown eyes, Petersfield, Hants.  
**June** (26), single, 5ft. 2in., brown hair, green eyes, Havant, Hants.  
**Jacqueline** (16), 5ft. 5in., brown hair, hazel eyes, Charlton, London.  
**Charlene** (19), single, 5ft. 6in., brown hair, hazel eyes, Westerham, Kent.  
**Beverley** (18), single, 5ft., blonde hair, blue eyes, Bournemouth, Dorset.  
**Rose** (28), single, 5ft. 2in., brown hair, brown eyes, Bridgend, Glam.  
**Dieon** (18), single, 5ft. 4in., blonde hair, blue eyes, Bognor Regis, Sussex.

**Dayner** (20), divorced, 5ft. 3in., brown hair, brown eyes, Bognor Regis, Sussex.  
**Julie** (19), single, 5ft. 5in., brown hair, blue eyes, Torquay.  
**Elaine** (23), single, 5ft. 5in., brown hair, blue eyes, Torquay.  
**Beverley** (27), divorced, 5ft. 5in., auburn hair, blue eyes, Derby.  
**Jilly** (30), divorced, dark hair, brown eyes, Torquay, Devon.  
**Caren** (16), 6ft., brown hair, brown eyes, Woolwich, London.  
**Margaret** (28), divorced, 5ft. 4in., black hair, hazel eyes, four children, Selby, Yorks.  
**Sally** (44), divorced, 5ft. 1in., brown hair, blue eyes, Pontyclun, Glam.  
**Maria** (22), single, 5ft. 3in., brown hair, green eyes, Llossiemouth, Morayshire.  
**Gail** (20), single, 5ft. 6in., fair hair, blue eyes, Hanworth, Middx.

**Carol** (25), separated, 5ft., brown hair, blue eyes, two children, Hemel Hempstead.  
**Jackie** (15), 5ft. 5in., brown hair, brown eyes, Malmesbury, Wilts.  
**Penny** (20), single, 5ft. 2in., brown hair, hazel eyes, Uttoxeter, Staffs.  
**Valerie** (24), single, 5ft. 4in., black hair, blue eyes, Ebbw Vale, Gwent.  
**Susan** (21), single, 5ft. 1in., brown hair, blue eyes, Droylsden, Manchester.  
**Jean** (42), divorced, 5ft. 8in., brown hair, blue eyes, Consett, Co. Durham.  
**Liz** (30), widow, brown hair, hazel eyes, one son, Stoke-on-Trent.

**Isobel** (26), divorced, 4ft. 11in., blonde hair, green eyes, one son (3), Blyth, Northumberland.  
**Sue** (28), single, 5ft. 7in., brown hair, Wootton Bassett, Wilts.  
**Ann** (23), single, 5ft. 3in., brown hair, hazel eyes, Bristol.  
**Susan** (18), single, 5ft. 6in., brown hair, green eyes, Llanbedrog, Gwynedd.  
**Lucy** (21), single, 5ft. 6in., blonde hair, blue eyes, Hanworth, Middx.  
**Joy** (29), divorced, 5ft. 7in., fair hair, blue eyes, Gosport, Hants.  
**Sheila** (40), divorced, 5ft. 2in., blonde hair, brown eyes, Liverpool.  
**Janet** (22), single, 5ft. 3in., sandy hair, blue eyes, Birkenhead, Merseyside.

**Adele** (18), single, 5ft. 6in., brown hair, brown eyes, Leeds.  
**Norma** (38), divorced, 5ft. 3in., blonde hair, green eyes, three children, Portsmouth.  
**Debbie** (18), single, 5ft. 1in., brown hair, blue eyes, Sale, Cheshire.  
**Jean** (42), divorced, 5ft. 8in., brown hair, blue eyes, Consett, Co. Durham.  
**Joan** (50), divorced, 5ft. 4in., brown hair, grey eyes, Eastbourne, Sussex.  
**Elizabeth** (29), divorced, brunette, brown eyes, Great Yarmouth, Norfolk.  
**Margaret** (19), single, 5ft. 2in., brown hair, hazel eyes, Blackpool.  
**Tracy** (17), single, 5ft. 6in., ginger hair, blue eyes, London.  
**Pauline** (19), single, 5ft. 1in., brown hair, brown eyes, London.

**Barbara** (30), single, brown hair, blue eyes, Hull.  
**Chris** (33), divorced, brown hair, green eyes, two daughters, Chichester, Sussex.  
**Karen** (17), single, 5ft. 3in., brown hair, blue eyes, Chichester, Sussex.  
**Ann** (28), single, 5ft. 2in., auburn hair, green eyes, Abergele, Clwyd.  
**Jenny** (21), single, brown hair, brown eyes, Swanley, Kent.  
**Ann** (23), 5ft. 6in., fair hair, blue eyes, Caldicot, Gwent.  
**Carol** (19), single, 5ft. 3in., brown hair, grey eyes, Norwich.  
**Joanna** (16), 5ft. 6in., brown hair, brown eyes, Ware, Herts.  
**Mo** (16), 5ft., auburn hair, hazel eyes, Kirby, Merseyside.  
**Gill** (15), 5ft., brown hair, blue eyes, Kirby, Merseyside.

**Anne** (30), divorced, 5ft. 1in., fair hair, blue eyes, three children, Newbury, Berks.  
**Pamela** (21), single, 5ft., brown hair, brown eyes, Stanford-le-Hope, Essex.  
**Kim** (18), single, 5ft. 2in., brown hair, brown eyes, Dover, Kent.  
**Catherine** (23), single, 5ft. 5in., brown hair, green eyes, Birkenhead, Merseyside.  
**Christina** (16), 5ft. 7in., blonde hair, hazel eyes, Richmond, Yorks.  
**Dennise** (17), 5ft. 1in., brown hair, hazel eyes, Richmond, Yorks.  
**Pauline** (18), single, 5ft. 6in., brown hair, hazel eyes, Needingworth, Cambs.  
**Jacqui** (20), single, 5ft. 1in., brown hair, blue eyes, Luton, Beds.  
**Sue** (26), single, 5ft. 4in., brown hair, brown eyes, Harpenden, Herts.  
**Debbie** (16), 5ft. 4in., black hair, brown eyes, Chester, Cheshire.

**Susan** (30), divorced, 5ft. 3in., brown hair, blue eyes, two children, Peterborough, Cambs.  
**Allison** (16), 5ft. 2in., auburn hair, blue eyes, Cambridge.  
**Gill** (47), divorced, 5ft. 6in., brown hair, two sons, Littlehampton, Sussex.  
**Yvonne** (17), single, 5ft. 3in., brown hair, brown eyes, Wigan, Lancs.  
**Janice** (22), single, 5ft. 10in., brown hair, Brighton, Sussex.  
**Debbie** (19), single, 5ft. 10in., fair hair, Brighton, Sussex.

**Susan** (21), single, fair hair, green eyes, Caldicot, Gwent.  
**Carol** (18), single, 5ft. 8in., chestnut hair, blue eyes, Nottingham.  
**Maureen** (41), divorced, 5ft. 6in., blonde hair, blue eyes, Nottingham.  
**Irene** (44), separated, 5ft. 4in., brown hair, grey eyes, Yeovil, Somerset.  
**Janet** (24), divorced, 5ft. 6in., brown hair, brown eyes, one son (7), Rochester, Kent.  
**Elizabeth** (50), divorced, 5ft. 10in., brown hair, blue eyes, Newmarket, Suffolk.  
**Carole** (22), single, 5ft. 6in., blonde hair, blue eyes, Bristol.  
**Julie** (24), single, 5ft. 3in., brown hair, brown eyes, Bristol.

**June** (23), single, 5ft. 5in., brown hair, Luton, Beds.  
**Patricia** (25), single, 5ft. 4in., brown hair, grey eyes, Huddersfield, Yorks.  
**Shirley** (36), widow, 5ft. 2in., auburn hair, brown eyes, two sons, Peterborough, Cambs.  
**Linda** (23), divorced, 5ft. 5in., brown hair, blue eyes, Verwood, Dorset.  
**Diane** (21), single, 5ft. 6in., brown hair, grey-green eyes, Cambridge.  
**Sue** (22), single, 5ft. 2in., brown hair, green eyes, Exeter, Devon.  
**Eileen** (33), divorced, 5ft. 1in., brown hair, green eyes, Kenilworth, Warwickshire.  
**Lorraine** (19), single, 5ft. 2in., brown hair, blue eyes, Sandbach, Cheshire.

**Julie** (24), single, 5ft. 6in., brown hair, brown eyes, Potters Bar, Herts.  
**Elaine** (17), single, 5ft. 5in., auburn hair, blue eyes, Sunderland, Tyne & Wear.  
**Glenda** (17), single, 5ft. 1in., black hair, brown eyes, Exeter, Devon.  
**Tracey** (18), single, 5ft. 4in., brown hair, brown eyes, Taunton, Somerset.  
**Paula** (20), single, 5ft. 7in., blonde hair, blue eyes, Liverpool.  
**Annie** (20), single, 5ft. 7in., blonde hair, green eyes, Southampton.  
**Kim** (16), 5ft. 3in., brown hair, green eyes, Hampton, Middx.  
**Doris** (31), divorced, 5ft., fair hair, blue eyes, three children, Newcastle-on-Tyne.  
**Angela** (16), 5ft. 5in., brown hair, green eyes, Hull.  
**Rhaya** (27), single, 5ft. 6in., black hair, brown eyes, Perak, W. Malaysia.  
**Sara** (23), single, 5ft. 4in., auburn hair, blue eyes, Runcorn, Cheshire.  
**Sue** (23), single, 5ft. 6in., brown hair, green-blue eyes, Bishops Cleeve, Herts.  
**Betty** (30), separated, 5ft., brown hair, blue eyes, two children, Totnes, Devon.  
**Maggie** (21), single, 5ft. 2in., blonde hair, blue eyes, Hayling Island, Hants.  
**Julie** (19), single, 5ft. 2in., brown hair, green eyes, Hayling Island, Hants.

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You should be at least 19 years of age, hold or expect to obtain shortly the City and Guilds Telecommunications Technician Certificate Part I (Intermediate), or its equivalent or the TEC in Telecommunications / Electronics, and have a sound knowledge of the principles of telecommunications and radio, together with experience of maintenance and the use of test equipment. If you are, or have been in H.M. Forces, your Service trade may allow us to dispense with the need for formal qualifications.

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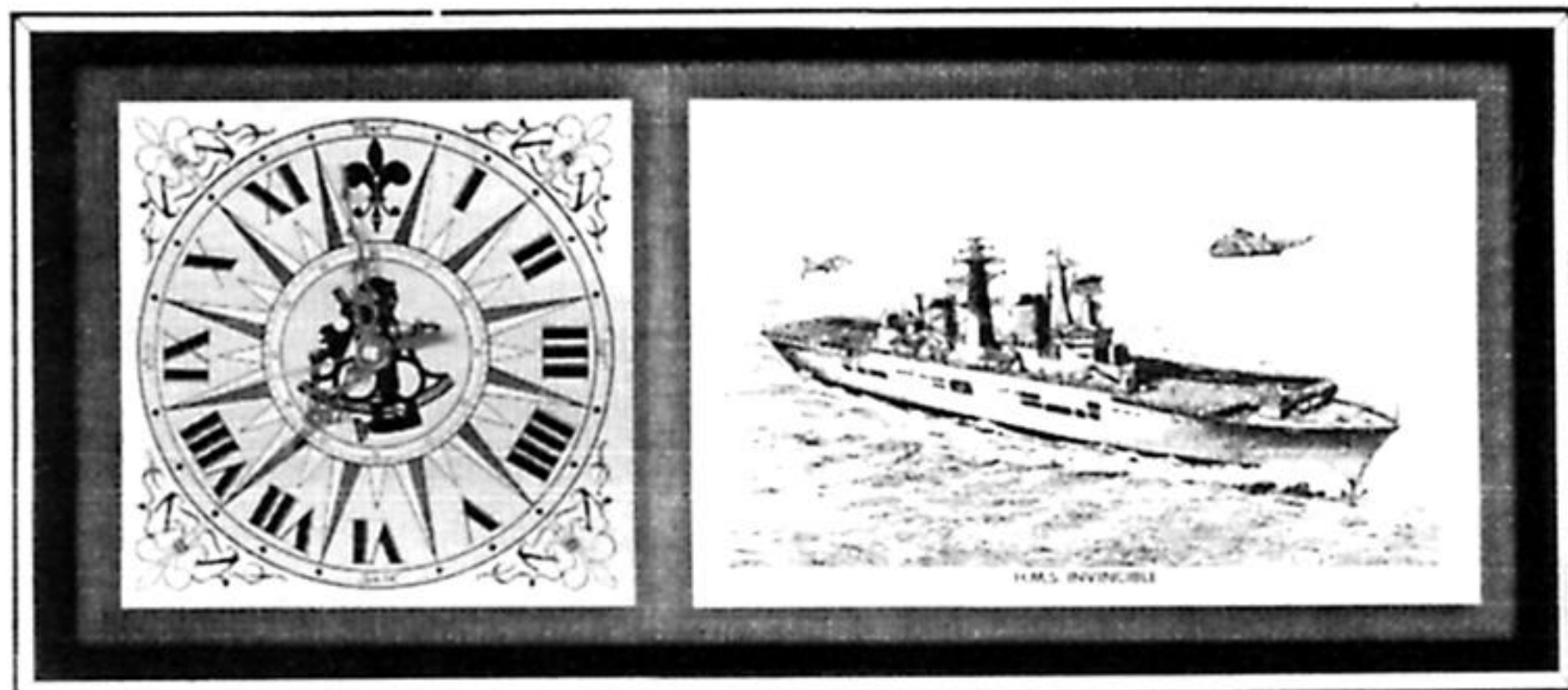
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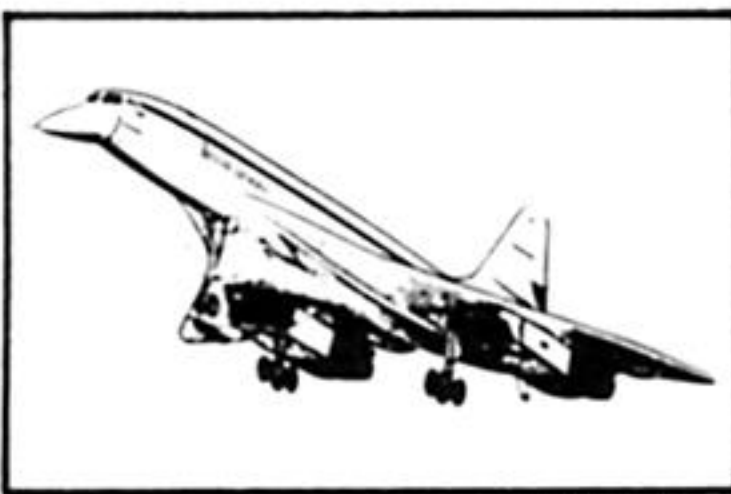
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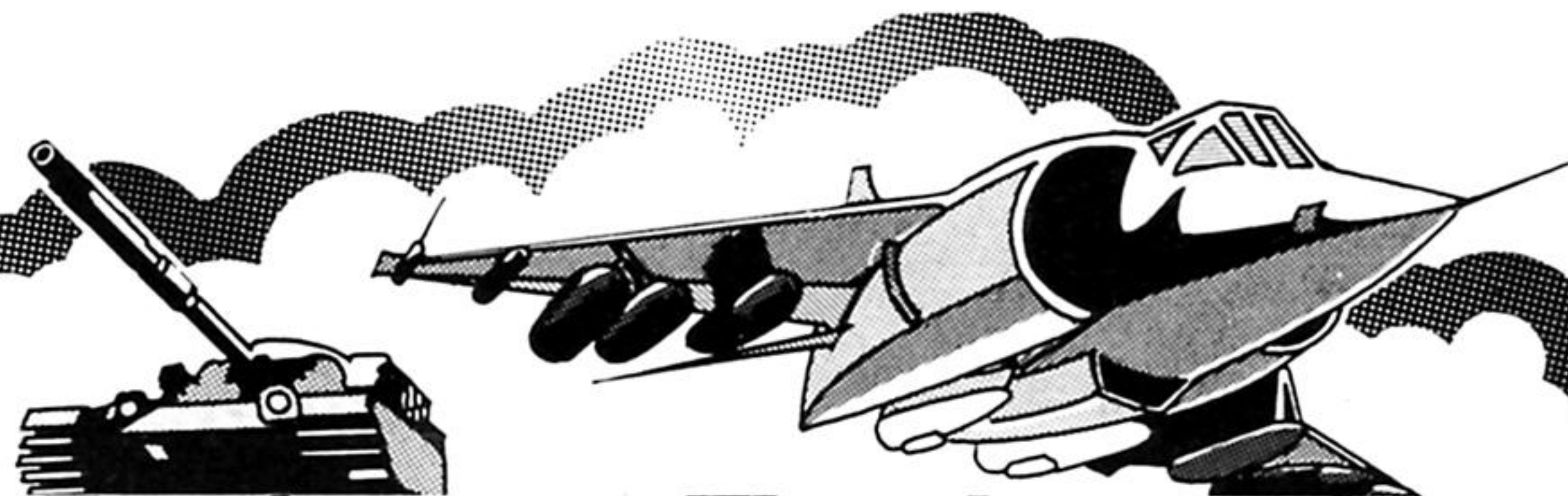
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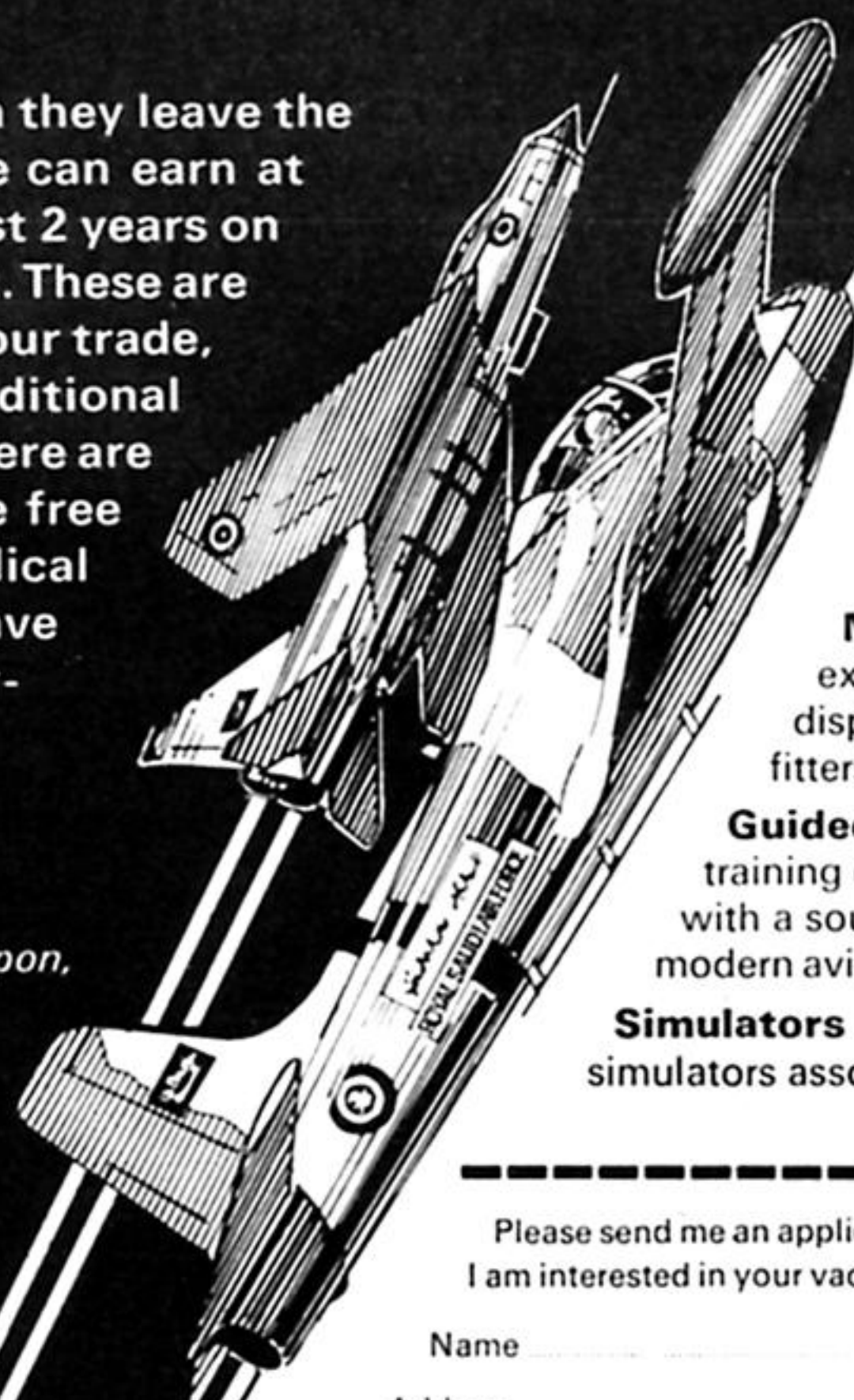
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## SPORT

# Toppled — by weather and the R.A.F.

A disappointing naval cricket season, both in the weather and the playing, culminated in the Royal Navy losing their Inter-Services title after just one year at the top, writes Derek Oakley.

## Helen is the tops



Naval Nurse Helen Hills (RNH Haslar) has received the Navy's Young Sportsman of the Year trophy. Helen, pictured above, plays hockey and netball for the Service and does some coaching in her spare time. The award is made annually to a girl in the Navy who has made an outstanding contribution to sport.

## Heron rows to victory

H.M.S. Heron rowing club picked up its first trophy when it won the Conneely Challenge Cup for novice coxed fours at Exeter regatta. The club was formed four years ago, and this was the first occasion on which the challenge cup had been won by a service crew.

The Heron team was Lieut.-Cdr. Peter Johnson (cox), POs Phil Maer, Keith Ovenden, and Ian Bissett, and NAM Mark Howard.

## Caught out!

Only 33 of 135 competitors weighed in at the end of the eighth RNRMAA sea championships held at Plymouth Breakwater in ideal weather. Biggest fish was a 3lb. 5oz. wrasse caught by POEL Fletcher of H.M.S. Achilles.

Other winners were:  
Second heaviest fish — LS Hayhurst (H.M.S. Defiance), mullet 2lb. 10oz.;  
heaviest bag — Lieut. White (H.M.S. Daedalus), 7lb. 2oz.; second heaviest bag — POEL Fletcher, 5lb. 12oz.; best specimen — AMN1 Chin (H.M.S. Osprey), mullet 3lb. 3oz.; second best specimen — Lieut. White, mullet 2lb. 11oz.; winning team — H.M.S. Raleigh; second team — H.M.S. Daedalus.

## President Bob

New president of the Road Runners Club is Lieut.-Cdr. Bob Pape. Now retired and living at Newsham on the edge of the Yorkshire Dales, Bob was a distinguished long distance runner, representing the Royal Navy as boy, man and veteran over a span of 40 years.

The same players who won the title in 1979 did not somehow put their games together this year, and the two new caps — opening bat Lieut. David Wells and fast bowler CMEN Kelson Brooks — only came good at times.

There was just one success, against Devon, although a narrow defeat by the powerful Civil Service gave much hope for the Inter-Service tournament at Portsmouth.

As it was, rain washed out most of the first day, and the R.A.F. had to wait until the following day before defeating the Army by seven wickets with eight overs in hand.

### EXCELLENT WORK

Excellent work by Doug Welsh and his ground staff neutralised an overnight storm before the Navy-Army game, which was reduced to 45 overs a side.

Wells and Sub-Lieut. Tony Izzard (32) put on 55 for the first wicket, and although Cdr. Roger Moylan-Jones went cheaply, Lieut. Mike Robinson (43 not out) and LWTR Andy Collier (39) shared a partnership of 57 in 12 overs before Surgn. Lieut. Paul Cooper (22 not out) hit out merrily during the last five overs.

The running between the wickets was quite exhilarating and brought the score to a respectable 168-4 on a very wet pitch.

### OPENING SPELL

The Army were never up with the clock after a splendid opening spell by Brooks and Lieut. Peter Bowden, who took four for 18 in ten overs. A minor stand for the fourth wicket threatened briefly, but CPO John Michels bowled nine overs for only 13 runs to put the stoppers on.

Bowden finished with 4-18, Michels 4-34 and Brooks 2-42 as the Navy won comfortably by 32 runs.

The final day was again heavy and overcast and the R.A.F., winning the toss, jogged along steadily at just over two an over. Cpl. Alex Alexander came in at 51-2 and hit one mighty six (it bounced onto the railway line!) and five fours in his 48.

### AIR SHOTS

Lapses in the field and air shots which fell cruelly wide began to prise the game away from the Navy, and in the absence of a good spinner the bowlers could extract little from the dead pitch.

Bowden, Brooks and Collier took two wickets apiece, but Flight Lieut. Peter Lishman was dropped early on and finished with 80 not out as the R.A.F. totalled a moderate 188-8.

Tragedy struck the Navy in their sixth over when Tony Izzard swept, got a top edge, and had to retire for three stitches to be put in his chin. When Wells was out at 31 the Navy were just ahead of the run rate, but the introduction of left arm spinner Cpl. Keith Winder put the brakes on.

Moylan-Jones was LBW for 23 and Robinson struggled to pierce the field, scoring only nine runs off his first 50 balls.

### FELL BEHIND

Although still in with a chance, the Navy gradually fell behind, putting a lot of pressure on the new batsmen. Collier hit a useful 21 and skipper Capt. Rob Fulton

## CRICKET

was out for 12 when the Navy needed 94 from 16 overs.

Cooper was run out needlessly, bringing Izzard back to the crease. He scored seven from eight balls before he played across the line and was bowled.

Robinson, meanwhile, had stepped up the pace, but although he and wicketkeeper Lieut. Roger Evans put on 25 in four overs, the cause had already been lost.

Robinson took a single off the first ball of the 53rd over then watched his final three partners clean bowled at the other end, leaving him 55 not out in 2½ hours.

### DETAILS

R.N. 168-4 (45 overs) (M. Robinson 43 n.o.; A. Collier 39, A. Izzard 32). Army 136 (44.1 overs) (J. Masterson 53 n.o.; P. Bowden 4-18, J. Michels 4-34). R.N. won by 32 runs.  
R.A.F. 188-8 (55 overs) (P. Lishman 80 n.o.; A. Collier 2-33, K. Brooks 2-40, P. Bowden 2-47). R.N. 162 (53 overs) (M. Robinson 55 n.o., R. Moylan-Jones 23, A. Collier 21; M. Ings 4-30). R.A.F. won by 26 runs.

Izzard and Robinson scored 93 and 63 respectively against Kent II, and Izzard also scored 64 against the British Police. Other useful knocks included 89 from Moylan-Jones in the rain-affected match against Quidnunes in a 157-run partnership with Robinson.

### NEW FIXTURE

In the new fixture against a Middlesex XI, Brooks made his debut of the season with 4-26, while Wells, Michels and Izzard all took three wickets against Devon.

Brooks took his wickets most cheaply during the season, but the wily Michels took most wickets. Evans kept wicket consistently well.

For the first time, the R.N.C.C. is undertaking a tour to the U.S.A., with a 14-man squad playing in Washington, Baltimore, Annapolis and Philadelphia.

## Lowestoft win again



LPT Micky Garrity of H.M.S. Lowestoft receives the Second Frigate Squadron Cock Trophy from Mrs. Pat Dunn, wife of Capt. Tony Dunn, Captain F2, after the frigate had retained the title at the Squadron's sports day in H.M.S. Excellent. Teams from H.M. ships Diomedes, Leander, Lowestoft and Londonderry competed at athletics, volleyball, tennis, tug-of-war and sailing, and the overall result was in doubt until the last event.

## Eventful voyage



Relaxing at Kristiansand, Norway, are the skipper and two female members of a crew of 12 which finished second in H.M. sail training yacht Chaser in an eventful race from Boston, U.S.A.

Pictured with CPO Andy Ritchie, of Hornet Joint Services Sailing Centre, Gosport, are Wren Joanne Trim (left), of H.M.S. Dolphin, and LWren June Baker, of H.M.S. Nelson.

During the race the yacht lost radio contact for two weeks after a power failure and on one occasion broached and righted herself. Severe water rationing also resulted in dehydration of the crew during the last few days of the 20-day crossing.

On leaving Norway, the yacht cruised to Copenhagen and on to Kiel, where a new crew took over.

# FOX LOST IN THE HEATHER

Foursomes medal is a very difficult form of golf as the Navy team found out when they took part in the Ferndown Fox tournament during the lat week-end in July, writes John Weekes.

Twenty sides played in the tournament and the standard was high, few if any having handicaps of more than five. One round on Saturday and two on Sunday with every shot counting meant that keeping the ball on the fairway and out of the Ferndown heather was of prime importance.

## GOLF

This the Navy golfers achieved for most holes and their position of 13th was a creditable performance.

Navy champion Lieut. Malcolm Edmunds (Fisgard) and Lieut.-Cdr. Brian Grant (RH Plymouth) managed to break 80 each round and scored 76, 79 and 78. Their first round was particularly good as they had had to contend with heavy holiday traffic and a late puncture on their way from Plymouth.

If they could have avoided a couple of loose shots on the Sunday they might have come close to the best individual overall score.

### NOT BRIGHT

The Navy's other pair was LRO Nobby Stiles (Ambuscade) and Lieut. Ian Yuill (Collingwood). They started with an 82 and continued with a somewhat wild 85.

Things were not looking too bright, but after remonstrances over Sunday lunch they really put it together in the afternoon and came in with an excellent score of 76. Good putting and straight driving brought their rewards.

The Navy total of 476 was bettered by the winners, the R.A.F., by only 23 shots, while the Army were 16 less than us — which bodes ill for the Inter-Services. The worst score was 514, so the Navy's effort was not bad at all!

## SQUASH

# Navy to compete in top league

The coming season sees an exciting new development for Navy squash when a Navy team competes for the first time in the Cumberland Cup, the premier squash league in the country.

The team will play its home matches at the Royal Naval College, Greenwich.

Although some of the traditional county and club friendlies have had to be dropped from the fixture list, there is no doubt that Navy players will benefit from the regular competition.

### NEW CAPTAIN

With Lieut.-Cdr. Bawtree shortly to take up a sea appointment, Lieut.-Cdr. Mike Sauvage has taken over as captain of Navy squash, and any players of Command standard or above who would be available for Cumberland Cup matches (which are played on Tuesday evenings in London) should contact Mike Sauvage on Main Building extension 3697 or 01-218 3697.

Trials for the Navy team will take place at the USSC Courts, Burnaby Road, Portsmouth, on September 19 (1700-2000) and on September 20 (0900-1300).

Although short of success at Inter-Service level, the Navy achieved an excellent record last season, winning 14 out of 19 matches and using the relatively small number of 13 players.

The development of Navy squash will continue this season with Sub-Lieut. Irvine Pratley guiding the Under-25 team for its second season and Lieut.-Cdr. Brian Woodgate elected as the new coaching secretary.

The programme of tours abroad will continue to provide useful experience for those who show promise and support for the teams. Following visits to Hong Kong and Cyprus (Navy team) and Guernsey (Under-25s) over the last two seasons, it is hoped to arrange tours to Gibraltar for the Under-25s and a second visit to Hong Kong for the senior team in 1981.

### MORE PLAYERS

Many new members have joined the RNSRA during the last two years but it is hoped that even more active squash players will join during the coming season.

Beside the satisfaction of supporting the development and administration of squash in the Navy the £7.50 life fee obtains the following direct benefits: annual membership and fixture list; reduced entry fees for championships; priority on coaching courses; and an RNSRA tie. Applications should be sent to Lieut.-Cdr. D. D. Howson, Secretary RNSA, RN Sports Office, H.M.S. Nelson.

## Ambuscade, Sheffield win Sixes

H.M.S. Ambuscade and H.M.S. Sheffield won the Fleet area six-a-side cricket knock-out competitions at Plymouth and Portsmouth.

Ten teams entered at Portsmouth, with H.M.S. Bulwark meeting Sheffield in the final. It proved the closest match of the tournament, Sheffield winning with a ball to spare.

In the semi-finals, Sheffield (28-2) beat H.M.S. Hermes (25-3), and Bulwark (50-3) beat H.M.S. Fife (31-3).

At Plymouth, Ambuscade (30-0) beat H.M.S. Fawn (26) in the final after defeating H.M.S. Sirius in the semi-finals. In the other semi, Fawn (35-2) beat H.M.S. Spartan (30-4).



# Swimmers splash right into record books

The Navy's water sportsmen splashed right into the record books at the Inter-Service swimming, diving and water polo championships. They won the lot, achieving their first ever grand slam in the three tournaments.

SEA Simon Town (H.M.S. London) drew first blood for the Navy, winning the 3m. springboard and 5m. firmboard diving competitions at R.A.F. Cranwell. PO(A) Allan Clarke (Yeovilton) and POPT Bob Hope (RNSPT) were third and fourth in the springboard event, and Clarke was third off the 5m. board.

In the ladies' competition, Third Officer Caroline Jones (DQHM) and Third Officer Sandy Pearce (FO Gibraltar) were third and fourth off the 1m. springboard, and second and fourth off the 5m. firmboard.

Following the lead of the divers, the swimmers travelled to R.A.F. Cosford for the Inter-Service on August 6 and 7 and won by 86 points to the R.A.F.'s 73 and the Army's 65.

The WRNS nearly turned it

## SWIMMING

into a double triumph in the pool, but lost the swimming to the WRAF by a single point, 51 to 50.

In the men's match, Mid Dave Edwards (BRNC) broke the 400m. record on his way to winning the 800yds. freestyle in record time for the Combined Services. SEA Dave Finnister (H.M.S. Raleigh) was fourth in this event with a new junior record time of 9:06.6.

Mid Edwards also had a fantastic swim against national champion Robin Brew (R.A.F.) to finish second in the 4 x 2 individual medley. SEA Garry Thomas (H.M.S. Sultan) was third.

Sub-Lieut. Malcolm O'Connell

(H.M.S. Dryad / Seahawk) won both the 100m. and 200m. breaststroke events in record times, and Surgeon Lieut. Alex Mills (RNH Stonehouse) won the 100yds. freestyle in a new record time, and later took first place in the 200yds. freestyle.

Finnister, O'Connell, Sub-Lieut. Ian Hughes (H.M.S. Euryalus) and MNE Ian Stoughton (H.M.S. Warrior) combined to win the 4 x 2 medley relay, and the Navy were second in the 6 x 2.

The WRNS were desperately unlucky not to retain their swimming title, losing out by a single point to the WRAF.

## THREE WINS

Wren Paula Richardson (H.M.S. Daedalus) won the 100yds. freestyle in record time, and there were wins for LWren Sue Annettes (H.M.S. Osprey) in the 100yds. breaststroke and Third Officer Jacqui Eaton (H.M.S. Excellent) in the 100yds. butterfly.

Last year's disappointing failure by the water polo team was forgotten as the Navy beat the Army 7-6 and the R.A.F. 6-5 to win the title outright.

In the build-up to this tournament, the Navy had played Scotland and been beaten 6-4.

## CRUCIAL GAME

The Navy's crucial game was against the R.A.F., and coaches Lieut. Dave Auton and CPO Terry Holder had to instill control into the team.

Mid Dave Edwards scored in the first 20 seconds, and again before the end of the first quarter. He scored again in the second after fine defensive work by Sgt Barry Shepherd (3 Cdo Bde R.M.).

Going into the third quarter 3-2 up, the Navy scored twice more, through CPO Nigel Folley (H.M.S. Nelson) and Edwards again. POAF Tiny Marshall (H.M.S. Heron) produced some fine goalkeeping form.

LPT Micky Flaherty scored the vital goal in the final quarter, which the Navy played defending the deep end. They were further handicapped by the exclusion of Nigel Folley for his third major foul.



The WRNS tennis team celebrate victory in the 1980 Inter-Service championships at Wimbledon. From left to right are Wren Jenny Fenton, Wren Hilary Astley-Jones, Wren Liz Bates, Wren Tracy Smith and LWren Sue Oldman.

# Wimbledon joy as WRNS keep trophy

The WRNS retained their Inter-Service tennis championship on the All England courts at Wimbledon, winning nine matches to the WRAF's five and the WRAC's four, writes Nick Lorrimer.

Building on the team which had won the championship in 1979, the WRNS showed consistent form in both singles and doubles events and emerged as clear victors.

The Inter-Service competition followed the individual Service championships, also played at Wimbledon, in which the singles champion, Wren Hilary Astley-Jones, retained her title, beating First Officer Jenny McColl in a marathon final.

Despite being 1-5, love-40 down in the final set, Wren Astley-Jones fought back to win a lengthy and somewhat dour duel 10-8.

## MEN'S EVENTS

Partnered by Wren Tracy Smith, Wren Astley-Jones also won the doubles, beating First Officer McColl and LWPT Sue Oldman in straight sets.

Neither the representative R.N. team nor the R.N. Veterans could match the WRNS' success at Wimbledon. The R.N. team lacked the individual skills and strength in depth of previous years, and the only win was recorded by Lieut.-Cdr. Phil Pool in a fine singles match against the Army champion, Capt. Mark Jeffrey.

In a somewhat closer contest, the R.N. Veterans were unable to

## TENNIS

retain the trophy, won last year, and gained but two matches against the R.A.F.'s four and the Army's three.

The Inter-Service teams were: Men — Lieut.-Cdr. Phil Pool, Lieut. Rob Bosshardt, Lieut.-Col. Ben Herman, Lieut. Brian Gibbs, Cdr. Alan Spruce, and Lieut. Doug Wright. Women's — Wren Hilary Astley-Jones, Wren Tracy Smith, First Officer Jenny McColl, Wren Jenny Fenton, LWPT Sue Oldman, and LWren Cherry Dedow. Veterans — Lieut.-Col. Ben Herman, Lieut.-Cdr. Bill Threlfall, Capt. Tony Norman, Cdr. Nick Lorimer, Capt. Ray Parsons, and Cdr. "Bison" Turner.

## MEN'S FINAL

The men's final at the R.N. championship at Wimbledon was won by Lieut. Rob Bosshardt, who beat Lieut. Brian Gibbs, R.M., in straight sets. The match lacked the finesse of some Navy finals in recent years, neither contestant playing at his best.

The Royal Marines were well represented in the finals, and their top pair, Lieut.-Col. Ben Herman and Lieut. Brian Gibbs, won the doubles final in an evenly

matched game against Capt. Tony Norman and Lieut. Bosshardt.

The R.N. veterans' final proved to be an H.M.S. Alert reunion, all four players, Capt. Tony Norman, Ian Chrisop, Cdr. Nick Lorimer, and Lieut.-Cdr. George Drake having served in the ship in the Far East in 1956-59!

## RESULTS

**Finals** — Lieut. R. Bosshardt bt Lieut. B. Gibbs, R.M., 6-3, 6-3; **doubles** — Lieut.-Col. B. Herman and Lieut. B. Gibbs bt Capt. A. Norman and Lieut. R. Bosshardt 1-6, 7-6, 6-3; **WRNS singles** — Wren H. Astley-Jones bt First Officer J. McColl 6-7, 6-2, 10-8; **WRNS doubles** — Wren Astley-Jones and Wren Smith bt First Officer McColl and LWPT Oldman 6-3, 6-1; **R.N. Veterans** — Cdr. A. Lorimer bt Capt. A. Norman 4-6, 7-6 (retd.); **doubles** — Capt. Norman and Capt. Chrisop bt Cdr. Lorimer and Lieut.-Cdr. Drake 4-6, 6-4, 6-2.

The Captain Stoker Memorial Trophy, for the most improved rating player, was awarded to JWEM Marsh, the winner of the junior singles title.

## QARNNS on top

The QARNNS won the Inter-Nursing Services tennis tournament for the first time in six years — and did it in style.

The naval service swept the board at Haslar, with Naval Nurse Carol Risk winning both singles matches and Superintending Sister Patricia Hambling and Senior Nursing Sister Sally Sommerville taking both the doubles.

## Haslar win Chilcott Cup

R.N. hospital Haslar's tennis team won the Chilcott Cup with a 2-1 victory over the holders, H.M.S. Collingwood. It was Haslar's first win in the competition. Their team was MT2 Bob Morris, LMAs Andy Till and Skinner Wright, and Senior Nursing Sister Sally Sommerville.

## Top coach

Lieut.-Cdr. John Gawley, a drafting officer in H.M.S. Centurion, has been appointed one of the country's four umpire coaches. He has been an umpire for 30 years and is the Navy's chief umpire coach. He is also one of Britain's foremost experts on the game.

# ROYALS TAKE SENIOR TITLE

The Royal Marines added to their Navy junior swimming title by winning the senior title at the Royal Navy championships in H.M.S. Raleigh.

The water polo competition was won by Portsmouth Command, who beat the Royals 11-6 in the final. Both teams had been extended, by Plymouth and Naval Air respectively, in qualifying for the final.

Team swimming results were — 1, R.M. 89; 2, Plymouth 62; 3, Air 44; 4, Portsmouth 42; 5, Medway 30; 6, Scotland 6.

Individual winners were:

**800m. freestyle** — Mid Dave Edwards (9:15.3, new record); **100m. butterfly** — MNE Ian Stoughton (63.4, new record); **100m. breaststroke** — Mid Dave Edwards (1:16.2); **400m. freestyle** — Surgeon Lieut. Alex Mills (4:39.7); **4 x 2 individual medley** — Mid Dave Edwards (3:20.2); **100m. freestyle** — Surgeon Lieut. Alex Mills (56.1); **100m. backstroke** — SEA Dave Finnister (68.9, new junior record); **200m. breaststroke** — MNE Dave John (2:51.9); **200m. freestyle** — Surgeon Lieut. Alex Mills (2:13.4); **4 x 2 medley relay** — Plymouth (SEA Dave Finnister, Mid Paul Warriner, Mid Dave Edwards, Surgeon Lieut. Alex Mills) 2:49.1, new record; **6 x 2 team relay** — Royal Marines.

Portsmouth won the ladies' competition with 59 points, with Air and Scotland second on 51 and Plymouth, R.M., and Medway third on 22. Individual winners were:

**100m. butterfly** — LWren Sue Annettes (1:31.4); **100m. freestyle** — Wren Val Alderton (1:10.0); **4 x 33 1/3m. individual medley** — LWPT Lindsey Arbus (1:53.1); **100m. backstroke** — LWPT Lindsey Arbus (1:27.0); **100m. breaststroke** — POWren Maggie Bolam (1:29.0); **33 1/3m. freestyle** — LWren Kathie Williamson (21.1); **4 x 33 1/3m. medley relay** — Portsmouth (1:37.9); **4 x 33 1/3m. freestyle relay** — Air and Scotland (1:25.9).

## Rectory Field rugby lunch

Former Devonport Services rugby players are invited to a luncheon at the Rectory Field on Saturday, October 18, before the annual match against U.S. Portsmouth. Tickets at £2.50 a head include drinks and can be obtained from Capt. J. Jacobsen, R.N., H.M.S. Raleigh, Torpoint, Cornwall PL11 2PD.

## The Navy's strongest!

Taking the strain are the men of H.M.S. Collingwood's tug-of-war team, the strongest in the Royal Navy. As Navy champions, they represented the Service at the Royal Tournament against the Army, R.A.F. and U.S. Navy, finishing third ahead of the U.S. Navy. To win the Navy title, the Collingwood team won the Portsmouth Area League, the Portsmouth Inter-Unit championship, and the Navy championships. In the team are WEA(A) Shaw, POCEM Tahu (RNZN), POWEM Bushell, LWEM Herriott, LPT Tongue, JWEM Wilson, LWEM Benson, JWEM Hall, WEA(A) Sheldon and POMEM(L) Collier. Their coach is POPT Bob Aindow.





# China graves plea

The news that three Royal Navy ships were to visit Shanghai in early September gave a South Wales reader the idea of paying tribute to his old Yangtze Incident ship-mates with flowers.

As a boy seaman, Mr. M. Williams, of Cwmbran, Gwent, was serving in the old cruiser H.M.S. London when she played a part in the freeing of H.M.S. Amethyst in 1949.

Reading that H.M. ships Antrim, Coventry and Alacrity, of the Navy's current deployment to the Far East, were to call at Shanghai, he wrote: "In Hungjao Cemetery there are 23 members of the ship's companies of H.M.S. London and H.M.S. Consort."

He wonders what has happened to these graves over the past 30 years and asks, "Would it be possible for a member of one of the ship's companies to buy flowers and put on the graves?"

And he encloses cash which we are passing on to the ships in the hope that this touching action might prove possible.

(London picture, Page 6).

## RALEIGH RIDERS TAKE TO ROAD

All aboard Raleigh's Roadsters for a week-end of fun in the sun! This party of lads were pictured before setting off on the first cycle exped. from the establishment. They spent two days on the coast road, with frequent stops for swimming, visits to local attractions, and other interesting diversions.

H.M.S. Raleigh acquired 24 bicycles — generously reduced in price — from the makers of the same name. They were paid for from Raleigh's Junior Fund, and are used extensively at week-ends and after work by the juniors.

On the left of the line is exped. leader LPT David Ward, and on the right is LPT Bob Davies.

Picture: PO(Phot) Mick Cunningham.



# PAY: THE HUMAN TOUCH RETURNS

The ancient "handraucic" system of paying sailors from things called ledgers meant that there was an "on site" check on money and allowances.

But pay went on the computer at H.M.S. Centurion, and it is now reported in a DCI that "from time to time differences occur" between records on Service certificates and those on the computer main file.

"These differences frequently lead to errors in pay and allowances and, in the absence of a formal check between pay accounts and Service records, as used to exist under the former manual pay system, some have escaped detection for prolonged periods."

Result: manual checks are coming back.

### SIGNIFICANT

It has been decided that a mandatory check of pay entitlement, against a Service certificate, is to be carried out whenever personnel join a ship or establishment. The check is to be concentrated on those items which have a significant effect on pay.

Discrepancies are to be reported to H.M.S. Centurion for corrective action. A new chit has been devised to "facilitate the extraction of information from Service certificates, and the checking of pay entitlement records."

## But more to have their money banked

By April 1 next year all adults in naval service are to have their pay credited direct to a bank account each month.

At present everyone down to leading rate level have their pay sent direct to banks. In addition, about 60 per cent. of all personnel below that level have chosen this way to be paid.

The advantages of bank payment have been stressed for many years, and now the Admiralty Board has decided to extend the scheme to all adult personnel, with exceptions in only a few circumstances.

It means that only personnel under 18 will be entitled to be paid in cash if they still wish, and they too are being encouraged to accept bank payments.

## Equal rights extend to arrest

A further step to "equality" now brings the same rules for arrest of women deserters as for men in the naval service.

Problems over women deserters are understood to have been few and far between since Wrens came under the Naval Discipline Act several years ago.

But in reviewing the procedures for dealing with deserters and absentees, the Admiralty Board have approved that the method of recovery of all deserters from the R.N., R.M., QARNNS and WRNS who desert or absent themselves after August 1 this year, should be the same for males and females.

### NO D.Q.s

This does not involve any change in the punishment of recovered deserters, so it does not mean there are plans to send women to detention quarters.

When the whereabouts of a deserter or absentee are known, immediate efforts will be made to persuade the person to return to duty, but if these fail the normal method of recovery — arrest with or without warrant — is to be carried out. When whereabouts are not known, a warrant for arrest is to be issued in accordance with regulations.

## Goodbye Tenacity

H.M.S. Tenacity, the fast patrol craft first commissioned in February 1973, has been placed on the disposal list.

She is being replaced in the Fishery Protection Squadron by H.M.S. Walkerton, which is expected to be operational next month after a refit.

The first ship of the name to have served in the Royal Navy, the Tenacity is being berthed at Rosyth.

# HOUSE SCHEME HOPES FADING

Hoped-for improvements in the Navy's housing LSAP scheme are now unlikely in the immediate future.

This became clear when a Commons reply reported that schemes devised for the Army and R.A.F. along similar lines to the scheme which already benefits Navy personnel could not go ahead at present.

As part of action to keep Defence expenditure within cash limits for 1980-81, introduction of the schemes was not possible this year, it was stated. They would be considered for funding as soon as the financial situation permitted.

As far as the "discount" scheme for purchase of surplus married quarters is concerned, it is understood that negotiations continue.

### DEAD

One scheme, however, which now looks finally dead is the "Half-and-Half" mortgage scheme which aroused much interest when first reported in 1978. This was submitted for

MOD consideration with the aim of allowing Service personnel to get into the property market by buying a share of a married

quarter (though not a specific quarter).

But it ran into difficulties when placed before the Building Societies Association, whose support was essential, and eventually they were unable to back it.

## 'BULLION CRUISER'

Continued from Page One

hit and stopped a German destroyer. After being torpedoed again and almost cut in half, she continued good fire, but eventually had to be sunk by a British destroyer on May 2.

Now she may not be in her recorded sinking position.

Mr. Daly said that over the years since the war he had contacted most of the 500 to 600 survivors of the Edinburgh. Many, together with sailors from other ships in the convoy, remained in contact.

He asked if those who could

not attend the meeting would give him their opinion by letter at 2 Haig Avenue, Great Sankey, Warrington, Cheshire.

Commanding officer of the Edinburgh during the convoy action was Capt. H. W. Faulkner, who went on to flag rank but has since died.

Now the Navy is to have a new H.M.S. Edinburgh. The name is to be added to the lengthening line of Type 42 guided missile destroyers. She is being built by Cammell Laird.

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